

THE
"OVERLAND CHINA MAIL"
(PUBLISHED EVERY
MAIL DAY.)
Contains the Week's News
of Hongkong and the
Far East.
Price (including Postage) to any
part of the world 2/6
per annum.

The China Mail.

ESTABLISHED 1845

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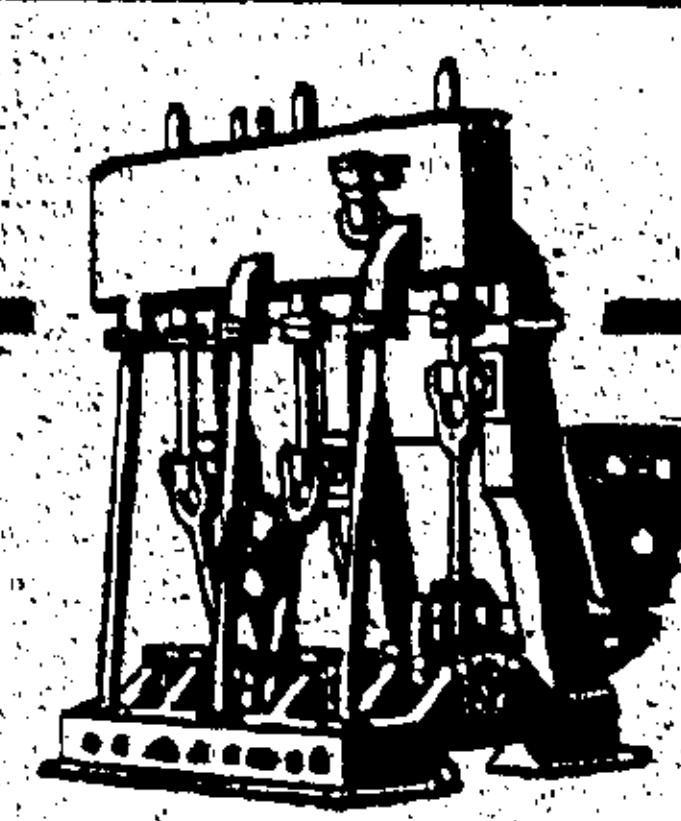
HONGKONG, WEDNESDAY, OCTOBER 11, 1916.

辰丙次歲年五國民華中

PRICE, 85.00 Per Month

THORNES
OLD VAT
No. 4.
SCOTCH WHISKY.
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SOLE AGENTS:-
A. S. WATSON & Co. Ltd.
WINE & SPIRIT MERCHANTS,
HONGKONG
TEL. 116.

BUSINESS NOTICES.
STEAM OR MOTOR VESSELS
8,000 Tons, 3,000 Horse Power now Built.
Steel Building Work of every Description.
Castings, Forgings, Repairs and Supplies.
Prompt Attention and Shipment to Destination.
INJECTORS AND STEAM PUMPS.
W. S. BAILEY & Co., Ltd.
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BUSINESS NOTICES.

TAIKOO DOCKYARD.
BUILDERS OF SHIPS & ENGINES
OF EVERY DESCRIPTION
—THE TAIKOO DOCKYARD & ENGINEERING COMPANY—
OF HONGKONG LTD.
AGENTS:-
"THE SINGAPORE" & "THE SINGAPORE"
—TELEPHONE 477—

BUSINESS NOTICES.
GREEN ISLAND CEMENT CO., LD.
Portland Cement
In Casks of 375 lbs net.
In Bags of 250 lbs net.
Shewan, Tomes & Co.
GENERAL MANAGERS
HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS
JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.
HONGKONG-CANTON LINE.
HONGKONG TO CANTON. CANTON TO HONGKONG.
WEDNESDAY, 11th OCTOBER.
9 A.M. 'HONAM' 8 A.M. 'HONGSHAN'
10 P.M. 'KINSHAN' 5 P.M. 'FATSHAN'
THURSDAY, 12th OCTOBER.
9 A.M. 'HONGSHAN' 8 A.M. 'HONAM'
10 P.M. 'FATSHAN' 5 P.M. 'KINSHAN'
Single Fare by Night Steamer 6.00
Return Fare by Night (available also for Return by day Steamer) 11.00
Single Fare by Day Steamer 5.00
Return Fare by Day Steamer 9.00
HONGKONG-MACAO LINE.
S.S. 'TAISHAN' Tons 2000. S.S. 'SUI TAI' Tons 1651.
HONGKONG TO MACAO.
Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf
Sundays at 9 A.M. and 1 P.M. from the Company's Wing Lok Street Wharf
MACAO TO HONGKONG.
Week days at 7.30 A.M. and 2 P.M. Sunday's at 7.30 A.M. and 3 P.M.
EXCURSION TO MACAO.
SUNDAY, 14th OCTOBER.
The Company's Steamship "TAISHAN."
will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.
and return from Macao at 3 P.M.
N.B.—The Company will also run a steamer from Macao on Sunday morning at
7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf.
CANTON-MACAO LINE.
S.S. "SUI-TAI".
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 P.M.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.
JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.
CANTON-WUCHOW LINE.
S.S. "SANKAM" 588 Tons, and S.S. "HANSING" 489 Tons.
One of the above steamships leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "HANUL". These vessels have superior cable accommodation and are lighted throughout by electricity. Electric fans in each Cabin.
Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.
Further particulars may be obtained at the Office of the
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HOTEL MANSIONS (First Floor)
Opposite the Black Pier.

NO. 1 HONGKONG V.A.D.
Commandant, Lady May.
Assistant Commandant, Mrs. Churchill.
1. Section Meetings will take place at the Helena May Institute on Wednesdays at 10 a.m. as arranged by Section Leaders.
2. Dr. Alice Hickling will commence a Course of Lectures on First Aid at the Helena May Institute on Tuesday, the 17th inst., at 11 a.m.
The following Nursing Sisters are qualified to take the "Medallion" Examination, one year having elapsed since their last "First Aid" Examination; those passing the Medallion Examination will be recognised as "Efficient in First Aid" for the year ending September 1917:-
Mrs. Arthur, Mrs. Keigwin.
Mrs. Aubrey, Mrs. Manning.
Mrs. A. Chapman, Mrs. Mansfield.
Miss Denison, Mrs. Pentecost.
Miss Davidson, Mrs. Grant Smith.
Miss Gittins, Mrs. Murray Scott.
Miss James, Mrs. J. W. Taylor.
Miss Winters.
The following are qualified to enter for the First Aid Examination entitling them to a "Bar," and also to recognition as being "Efficient in First Aid":-
Mrs. Gage, Miss L. Loureiro.
Mrs. Goldsmith, Miss M. Loureiro.
Miss Wilkison.
3. Members are reminded of the Concert at the Victoria Theatre on the 12th inst., in support of "Our Day."
M. RALPHS,
Adjutant and Hon. Sec.

BY APPOINTMENT.
WATSON'S
DRY GINGER-ALE.
FRAGRANT, AROMATIC, DRY.
Its "Dryness" is a feature which has helped to give this drink the popularity it so well deserves.
Pints \$1.20 Per Dozen.
Splits 70 Cts. " "
TRADE MARK
A. S. WATSON & CO., LTD.,
STERILIZED WATER MANUFACTURERS.
Telephone 438.

LIVER AIDS.
PODOPHYLLIN & TARAXACUM PILLS
KEEP THE LIVER ACTIVE AND THE SYSTEM FREE FROM WASTE MATTER.
Price 75 cents Per Bottle.

THE VICTORIA DISPENSARY.
32, QUEEN'S ROAD CENTRAL.

HONGKONG POLICE RESERVE.
PARADES, CENTRAL STATION, 5.30 P.M.
Wednesday, Oct. 11th.—No. 2 Company at Central. Recruits of No. 2 Platoon under C.S. Major. Recruits of No. 4 Company under C.S. Major.
Thursday, Oct. 12th.—Recruits of No. 4 Company under C.S. Major.
Friday, Oct. 13th.—Maximum Gunnery.
Saturday, Oct. 14th.—Recruits of No. 2 Platoon under C.S. Major.
Sundays, Oct. 15th.—Defaulter Drill at 4.30 p.m.
AMBULANCE PLATOON.
Members are expected to turn up regularly at practice drills. These drills are by order of the A.S.P. (R.) and Absentees will be treated as defaulters.
OCT. 19th.
The Police Reserve Club will be open to ladies from 12 noon. Light refreshments 1 p.m. to 3 p.m. Tea 5 p.m. to 7 p.m.
HEADQUARTERS CLUB.
The General Committee will meet at the Club on Thursday, Oct. 12th, at 5.30 p.m.
(Sgd.) J. W. FRANKS,
A.S.P. (R.)

CHINA AGENCY & TRADING CO.
IMPORTERS, EXPORTERS & GENERAL AGENTS.
10 Queen's Road Central.
DEALING in American Hardware, Tools, Machinery, Paint and Oil, Lamps, Window glass, Building materials, Railroad and Ships Supplies, etc., etc.
PRICES MODERATE. Telephone 2143.
Hongkong, July 23, 1916. (876)

THE HONGKONG ROPE MANUFACTURING Co., Ltd.
Established 1883.
MANUFACTURERS OF
PURE Manila ROPE
STRAND 1" to 16" CIRCUMFERENCE.
CABLE Laid 5" to 15" CIRCUMFERENCE.
3 STRAND 3" to 10" CIRCUMFERENCE.
Oil Drilling Cables of any size up to 3,000 feet in length.
Prices, Samples and full particulars will be forwarded on application to
Shewan Tomes & Co., General Manager.
Hongkong, April 11, 1912. 601

THE FIRST CHINESE NEWSPAPER
EVER ISSUED UNDER
PURELY NATIVE DIRECTION.
The Chinese Mail
華字日報
THE LADING CHINESE POLITICAL AND COMMERCIAL JOURNAL.
PUBLISHED EVERY MORNING.
CONTAINS THE MOST RELIABLE TELEGRAPHIC NEWS FROM NORTH CHINA.
ALL THE LATEST INTELLIGENCE FROM VARIOUS PORTS IN CHINA AND JAPAN.
\$1.10 a copy (Cash Price)
A. WILKINSON, Editor, Hongkong.

PEAK TRAMWAYS COMPANY LIMITED.
TIME TABLE.
WEEK DAYS.
7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 2.45 p.m. Every 15 minutes.
2.45 p.m. to 3.15 p.m. Every 10 minutes.
3.15 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.10 p.m. Every 10 minutes.
NIGHT GARS.
8.50 p.m. and 9 p.m. 9.30 p.m. to 11.00 p.m. every half hour.
11.00 p.m. to 11.45 p.m. every quarter of an hour.
SUNDAYS.
7.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.30 a.m. to 12 Noon Every 15 minutes.
12.00 noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.15 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
8.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.10 p.m. Every 10 minutes.
NIGHT GARS as on Week Days.
SUNDAYS.
Extra Car at 12 midnight.
SPECIAL GARS by arrangement at the Company's Office, 40, Queen's Road Central.
Des Vaux Road Central.
Season and tourist tickets available for all cars not already full running at the time stated in the Company's time table, but not for special cars, can be obtained on application at the Company's Office.
No Season Tickets will be issued until payment therefor has been made in full.
JOHN D. HUMPHREYS & SON,
General Managers.

KING EDWARD HOTEL
Central Location.
A. L. ELECTRIC, TRAFFIC, Pass entrance, Electric Lifts, Trains and Lightings, European Baths and Sanitary Fixtures, Hot and Cold Water System throughout.
Best of Food and Service.
TELEPHONE 573.
TELEGRAPHIC ADDRESS: "VICTORIA."
J. WITCHELL,
Manager.
NORTH BRITISH & MERCANTILE INSURANCE CO.
IN WHICH ARE VESTED THE ASSETS OF THE OCEAN MARINE INSURANCE COMPANY, LTD.
and
THE RAILWAY PASSENGERS ASSURANCE CO.
TOTAL FUNDS AT 31st DECEMBER, 1914.
£23,970,397.
—Authorized Capital £2,000,000
—Subscribed Capital £1,500,000
—Paid-up Capital £2,427,500
—Reserve Funds 5,837,047
—Life & Annuity Funds 17,507,890
—Sinking Fund Account 128,820
£23,970,397
Revenue Five Branches £2,331,455
Life and Annuity £1,541,260
Revenue Marine Department 207,225
Other Receipts 478,940
£2,331,455
The Accumulative Funds of the various branches are separately invested, and by the effect of the various branches the claims under the respective branches of the Company's business.
SHEWAN TOMES & CO.

THE HONGKONG HOTEL
AND
GRILL ROOM
J. H. TARGART
MANAGER.
PEAK HOTEL.
ADMIRABLY SITUATED AT VICTORIA GAP.
Adjoining the Tramway Terminus, 1,400 feet above Sea Level.
FIRST-CLASS FAMILY RESIDENTIAL AND TOURISTS HOTEL.
Telephone in all rooms. First-class Cuisine, Lounge, Smoking and Ladies' rooms, Book Garden.
Terms—From \$5 per day.
Telegraph and Post Office.
P. G. FOSTER
Manager.

THE KWONG HIP LONG CO., LTD.
(NOW RECONSTRUCTED)
ENGINEERS and SHIPBUILDERS, SOILER-MAKERS, BRASS and IRON FOUNDRY. All work done in this establishment is guaranteed. We have over thirty years' experience. Two new two story buildings and one complete any craft of 200 feet long.
Town Office 43, QUEEN'S ROAD CENTRAL, HONGKONG. Telephone No. 432.
Shipyards: Shau-Hai-Yi, Kowloon, Hongkong. Telephone No. 1.
Estimates furnished on application.
WONG PING WA, Manager.
Hongkong April 1, 1912.
Bournville
The "COCOA de Luxe"
HIGHEST GRADE
BRITISH MADE
Cadbury
"BOURNVILLE COCOA" represents the highest grade of nutritive cocoa at present on the market. It fully maintains its high reputation in food value and delicacy of flavor, and is second to none in any respect whatsoever.
Medical Magazine, March, 1912.
CADBURY'S
CHOCOLATES
In Tins and Fancy Boxes
Specially Packed for Export
FROM THE FACTORY IN A BARLUM BOURNVILLE, ENGLAND.

INTIMATIONS

CHINA EXPORT-IMPORT AND BANK COMPANIE

NOTICE IS HEREBY GIVEN that any persons or firms having claims against the Hongkong Branch of the CHINA EXPORT-IMPORT AND BANK COMPANIE are required to file same with the Liquidators on or before 31st October, 1916, after which date no claim will be recognized.

BRADLEY & CO., LTD.
Liquidators.

Hongkong, Oct. 2, 1916. 1068

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

THE FIFTEENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, St. George's Building, No. 6, Connaught Road, Victoria, on SATURDAY the 21st day of October, 1916, at 11.30 a.m. for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st July, 1916, and electing a Consulting Committee and Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED from 18th to 31st of October, 1916, both days inclusive.

THE DAIRY FARM CO., LIMITED. NOTICE TO SHAREHOLDERS.

THE TWENTIETH ORDINARY MEETING OF THE SHAREHOLDERS in the above Company will be held at the Company's Town Office, 2, Lower Albert Road, Hongkong, on MONDAY, the 30th October, at 12 Noon for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1916.

By Order, M. MANUK, Secy. N.B.—Persons holding shares not registered in their own names are recommended to send such shares to be transferred.

Hongkong, Oct. 7, 1916. 1112

COMIC

"REGAL" RECORDS.

6490 Mary MacLean
Mary MacIndoe

6490 (Roderick McKenzie
The Heather Hill O'Oban

6491 (Joe from Inverness
Mary McIntyre

6492 (We All Go Parading in Tartan
You're Always Welcome There

6493 (MacGregor's Trip to London
Where Tell Me Where

THE ANDERSON MUSIC CO., LTD.

6, Des Vaux Road. Tel. 1322.

SILIMPON (SEBATTIK) COAL.

THE Undersigned having been appointed Agents for the COAL HARBOUR COAL CO., LTD., are prepared to quote prices for best quality SILIMPON COAL (brim-d into Bunkers at SEBATTIK or SANDAKAN (British North Borneo).

SILIMPON COAL compares favourably with the better grades of Japanese Coal and gives good results on a very moderate consumption.

Steamers calling at SEBATTIK or SANDAKAN exclusively for SILIMPON COAL (either cargo or Bunkers) are exempt from payment of all Port charges.

At Sebatik Steamers are berthed alongside the Company's wharf where there is a minimum depth of 27 to 28 feet at low water Spring Tides.

Charges of unloading (Sebatik Harbour). Prices and all other information concerning the Port can be had on application to the Agents.

BRADLEY & CO., LTD., Agents Coal Harbour Coal Company, Limited.

Hongkong, Dec. 2, 1915. 1057

EUROPEAN AGENCY.

WHOLESALE Indents promptly executed at lowest cash prices for all British and Continental goods, including Books and Stationery, Books, Shoes and Leather, Chemicals and Druggists' Sundries, China, Earthenware and Glassware, Cycles, Motor Cars and Accessories, Drapery, Millinery and Fashions, Fancy Goods and Furniture, Hardware, Machinery and Metals, Jewellery, Plate and Watches, Photographs and Optical Goods, Provisional and Oilmen's Stores, etc., etc.

Commission 2 1/2% to 5%.

Trade Discounts allowed.

Special Quotations on Demand.

Sample Cases from £10 upwards.

Consignment of Goods and Stock.

WILLIAM WILSON & SONS (Incorporated in England).

10, Abchurch Lane, London, E.C. 4.

Agents: Messrs. J. & A. Wilson, Ltd., Hongkong.

INTIMATIONS

WAR CHARITIES

"OUR DAY"

AN ENTERTAINMENT in aid of the Joint Fund of "OUR DAY" October 19th, which is to be devoted throughout the Empire to raising money for the British Red Cross Society and the Order of St. John of Jerusalem has been arranged by THE ST. JOHN.

AMBULANCE BRIGADE

THE VICTORIA THEATRE (by kind permission of the Management)

THURSDAY,

OCTOBER 19TH AT 9 P.M.

Under the Distinguished Patronage of H.E. SIR HENRY MAY, K.C.M.G. H.E. GENERAL VENTURA, COMMODORE SANDERMAN, R.N.

The Proceeds will be added to those obtained at the Fete to be held on "Our Day" October 18th.

The following Local Ladies and Gentlemen have kindly consented to appear—

Mrs. AUBREY. Mr. F. AUSTIN.
Mrs. HILL. Mr. E. ARNEY.
Miss MATTIAND. Mr. C. C. BURNETT.
Miss GORDON. Mr. MICHAEL.
Miss M. GORDON. Mr. RALPH.
Miss MAY HIDE. Mr. SAMPSON.
Miss DIONIE MAY. Mr. PERCIVAL.
Mr. H. L. JONES. Mr. D. WILSON.

Mr. DENHAM FULLER.

Accompanists—Mrs. AUSTIN and Messrs. E. J. CHAPMAN and G. ORMEY.

ORCHESTRA—Police Reserve. (By courtesy of Mr. JENKIN, D.S.P.R.)

SELECTED PICTURES, kindly supplied by the Pathe Cinema Co.

PROGRAMMES specially designed by Miss PHIBBS MAY and Miss IRIS MAY.

Stage Manager—Lieutenant R. L. BIRDGESS, R.N.R. H.M.S. "Fenus."

REFRESHMENTS kindly supplied by Mrs. Taggart of the Hongkong Hotel.

Commence at 8.30 P.M. Sharp.

Admission—Dress Circle \$3.00

Stalls \$2.00

Box \$1.00

Soldiers and Sailors in Uniform—Half Price.

Booking at ANDERSON'S.

Hongkong, Oct. 5, 1916. 1100



KEATING'S LOZENGES

Cure the worst Cough

DAIRY FARM NEWS.

NOTHING CAN EXCEL OUR

DAISY BRAND BUTTER.

IT IS ABSOLUTELY THE BEST

NEW ZEALAND TABLE BUTTER

Sole Agents

THE DAIRY FARM CO., LTD.

65

MARTIN'S APIOL-STEEL PILLS

A French Remedy for all Disorders of the Digestive System

It is a French Remedy for all Disorders of the Digestive System

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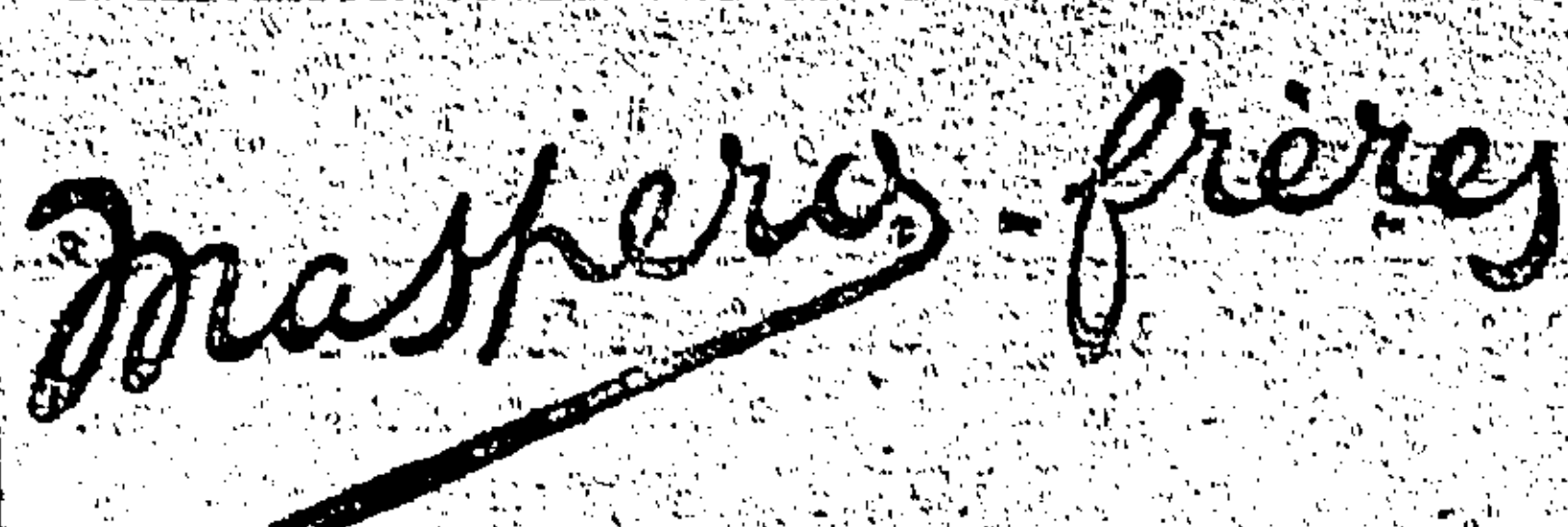
It is a French Remedy for all Disorders of the Digestive System

It is a French Remedy for all Disorders of the Digestive System

It is a French Remedy for all Disorders of the Digestive System

It is a French Remedy for all Disorders of the Digestive System

A REVISION OF PRICES OF



FAMOUS EGYPTIAN CIGARETTES.

FELUCCA

(No. 33)

These two well known brands that have made so many friends in Hongkong, China, and many other parts of the world are now sold at the following prices by the stores named below:

\$1.50 for a tin of 50 Cigarettes duty paid.

\$3.00 " " 100 " " "

By A.S. WATSON & Co., Ltd.

VICTORIA DISPENSARY.

LANE CRAWFORD & Co.

GRABCO EGYPTIAN TOBACCO STORE.

SPECIALS

(Format grand)

KELLY & WALSH, Ltd.

ANGLO-EGYPTIAN TOBACCO STORE.

HONGKONG CIGAR STORE.

GRABCO EGYPTIAN TOBACCO STORE.

SCOTTISH FOOTBALL.

(From Our Own Correspondent.)

August 30.

The results of the Association football League contained no sensation; but there were three surprises, the defeat of Morton at Kilmarnock, the victory of Clyde at Dundee, and the overwhelming score of Falkirk over Raith Rovers.

Rangers were a better team than Hearts, and despite the fact that one of their most reliable men was off for the greater part of the play, Celtic were kept at bay for a long time by Hibernians, but pressure and skill told in the end, and they came off with something to spare. Dundee was scarcely in usual form against Clyde, and might have put up a better fight. Third Lanark had little difficulty with Aberdeen; the Northern team have several new members, and seem to have a special love for stalling centre halves. A mixed Kilmarnock eleven were more than equal to Morton; the latter were disappointing. Falkirk did not overrun Raith Rovers, in spite of the figures; the weakness of the Fifers lay at back and goal-keeping.

RESULTS.

Hearts, 1; Rangers, 3.
Celtic, 3; Hibernians, 1.
Raith Rovers, 0; Falkirk, 6.
Dundee, 0; Clyde, 1.
Third Lanark, 2; Aberdeen, 0.
Dumbarton, 2; St. Mirren, 1.
Hamilton Academical, 2; Queen's Park, 0.
Partick Thistle, 3; Ayr United, 0.
Airdrieonians, 3; Motherwell, 1.
Kilmarnock, 3; Greenock Morton, 2.

JAPAN AND THE WAR.

ASSISTANCE TO THE ALLIES.

Mr. Robert Macphay, in an article in the "Nineteenth Century," comments upon Germany's past subtle and unfriendly policy towards Japan. He considers that Japan's greatest war contribution to the Allies consisted of supplying Russia last year with munitions valued at £20,000,000. Prior to the fall of Russia in August, she supplied 750,000 rifles, and after August she mobilised all her industrial resources, thereby enabling Japan to renew the offensive in June. Japan made 8,000,000 yards of cloth, and released 2,000,000 yards from her stores. Besides guarding the Eastern seas and conveying British transports to Suva, she supplied many rifles for Kitchener's Army and guns for the British Navy; and she is still making guns. Japan's munitions were half the price of the American munitions. Japan also released £10,000,000 in gold in New York for the purchase of British bonds, and she bought £5,000,000 of Russian bonds. Mr. Macphay quotes many other illustrations of Japan's great assistance to the Allies.

The Man Who Gets There

Is the man who has blood—real rich red blood—plenty of it—in his body.

WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND.

Makes blood—lots of it—gives energy, brain, nourishing.

WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND.

WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND.

WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND.

WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND.

INTIMATIONS



YOUR EYES

SHOULD NOT BE NEGLECTED.

At the first symptom of eye strain you should consult us. We test eyes scientifically and fit glasses to individual requirements.

LARK & CO.
SCIENTIFIC OPTICIANS
100, BLOOMSBURY, CHANCERY LANE, LONDON, W.C. 2.

HONGKONG & MANILA

MITSUBISHI OSHI KWAISHA (Mitsubishi Co.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF

TAKASHIMA, COBI, MUTABE, KISHIDAKE, YOSHINOTANI, HOJO, NAKAMURA, SAYO, KANADA, SHINNEW, KAMITAMADA, BIRAI & OYUBARI COLLIERIES.

AGENT FOR SAKITO COAL.

Head Office: MARUNOUCHI, TOKYO.

BRANCH OFFICES: Nagasaki, Moji, Karatsu, Wakamatsu, Otaru, Muroran, Hakodate, Kobe, Osaka, Kyoto, Tokyo, Yokohama, Nagoya, Tsunagi, Vladivostok, Hankow, Peking, London, New York, Shanghai, Hongkong, Haiphong and Canton.

Cable Address: "IWASAKI."

Codes:—A, A. B. C. 5th Ed., Western Union, and Bentley's.

AGENCIES:—CHINKIANG: Messrs. Gearing & Co.

MANILA: Messrs. Macdonald & Co.

SINGAPORE: Messrs. Tanco & Co., Ltd.

GLASGOW: Messrs. A. R. Brown, McFarlane & Co., Ltd.

For Particulars, apply to K. KATO, Manager, No. 2, PRINCE STREET, HONGKONG.

AGENCIES:—CHINKIANG: Messrs. Gearing & Co.

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Hongkong September 4, 1915.

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MORLICK'S MALTED MILK. SPEEDY SUSTENANCE. Given by Morlick's Malted Milk to those who are run down and exhausted—it helps Nature to restore nerve force. Morlick's proves very valuable as an energy-supplying Food-Drink. The demand in the East is very large and increasing. No cooking—stir in water only—Made in a moment. Of all Chemists and Grocers in 5 sizes, 1/6, 2/6, and 1/2 (in England).

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THE DIMENSIONS OF DOCK AND SHIP ARE AS FOLLOWS					
NAME OF DOCK OR SHIP	DEPTH OF DOCK OR SHIP	DEPTH OF DOCK OR SHIP	DEPTH OF DOCK OR SHIP	DEPTH OF DOCK OR SHIP	DEPTH OF DOCK OR SHIP
DOCK NO. 1	100	100	100	100	100
DOCK NO. 2	100	100	100	100	100
DOCK NO. 3	100	100	100	100	100
DOCK NO. 4	100	100	100	100	100
DOCK NO. 5	100	100	100	100	100
DOCK NO. 6	100	100	100	100	100
DOCK NO. 7	100	100	100	100	100
DOCK NO. 8	100	100	100	100	100
DOCK NO. 9	100	100	100	100	100
DOCK NO. 10	100	100	100	100	100



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PUBLIC AUCTION.

THE Undersigned have received instructions from the Liquidators of Messrs. WITKINS & Co., to sell by Public Auction,

THURSDAY,

the 13th October, 1916, commencing at 10.30 a.m., on their premises, No. 1 Ningpo Street, Yau-mat, VALUABLE PLANT, MACHINERY, TOOLS, &c., including Cast Iron Scrap and Metals, as follows:—

One Electric Lighting Set, consisting of Highspeed Vertical Steam Engine, &c., &c., complete with Mountings and Switchboard, Marine Multitubular Boiler with Furnace, Boiler complete with all Mountings and Feed Pump, One Horizontal Compound Non-Condensing Steam Engine with Pipe Connection Valves and Storage Tanks, Several Double Geared, Screw Cutting and Surfacing Lathes, Shears of varying lengths, 1 Planing Machine, complete with Pulleys, &c., 1 Shaping Machine complete with Shaft, Slotting Machine complete, 1 power and hand-driven screwing Machine Shaft, Miscellaneous Assortment of Dies, Vertical Double Geared Drilling Machine complete, One Double Filler Geared Vertical Drilling Machine (equivalent to two machines) by Appleyard & Co., Halifax, England.

One Double Column Steam Hammer complete with all connections, One Belt-driven Draught Blower for Blacksmith Shop complete with connections, One Ore Washing Tank with agitator Gear Shafting, &c., &c., &c.

Pulleys, assorted Belting, a large quantity of Miscellaneous Material, Tools, &c., Tubes and Pipes, Steel Bars, Wrought Iron, Steel and Cast Iron Scrap.

A large and varied assortment of Brass Valves and Corks, Brass Rods, Machine Screws, Copper Pipes, Copper Plates, &c., &c.

SUNDAY OFFICE FURNITURE, &c. (Full Particulars from Catalogue). On view from Monday 2nd October. Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, Oct. 4, 1916. [1048]

PUBLIC AUCTION.

THE Undersigned have received instructions from Captain RUSSELL, to sell by Public Auction,

SATURDAY,

the 14th October, 1916, at 11 a.m., at No. 1, Mindeh Villa, Kowloon, THE WHOLE OF THE VALUABLE HOUSEHOLD FURNITURE, &c., &c., contained therein.

Consisting of:—Fumed Teakwood Sideboard, Dinner Wagon, Table and Chair, Chesterfield Sofa and arm-chairs, Brass Standard Lamps, Crockery, and Glass Ware, Pictures, Curtains, Ice Chest, Fumed Teakwood Wardrobes (Revelled Mirror), Dressing Tables and Washstands, Shanghai Bath, Cooking Stove and Utensils, etc., etc.

One Suit Japanese Armour and Gent's Bicycle. On view from Friday the 13th at Noon. Catalogue will be issued. Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, Oct. 7, 1916. 1114

THE Undersigned have received instructions to sell (on account of the deceased) at their Sales Room, No. 8, Des Voeux Road, Corner of Ice House Street, ONE SUIT JAPANESE ARMOUR AND GENT'S BICYCLE.

In first class condition. Now on view. Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, Oct. 9, 1916. 1102

AUCTIONS.

PUBLIC AUCTION.

PARTICULARS and Conditions of the letting by Public Auction Sale, to be held on MONDAY, the 16th day of October, 1916, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND above Conduit Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

Particulars of the Lot.		Boundary Measurements (Approximate)		Area		Estimated Value	
No. of Lots	Locality	ft.	in.	Sq. ft.	Sq. yds.	£	s.
1	Conduit Road, above Conduit Road, in the Colony of Hongkong.	125	110	13,750	3,125	1,125	0

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (on account of the deceased) on

FRIDAY,

the 13th October, 1916, commencing at 1.30 p.m., at their Sales Room, No. 5, Des Voeux Road, Corner of Ice House Street, HOUSEHOLD FURNITURE, and

A FEW LOTS OF DRAWN THREAD WORK, GRASS CLOTH, &c.

Comprising:—Carpets (new), Sideboards, Dinner Wagon, etc., by Powell, Ltd., Dining Tables and Chairs, 3 Chesterfield Sofas, Arm-chairs, &c., Wardrobes and Toilet Tables, Double and Single Brass-mounted Bedsteads, &c., Miscellaneous Furniture, several lots of Blackwood Ware, 3 Pianos, a few lots of Porcelain, &c., Pantry, Bath Room and Kitchen Utensils, etc., Table and Sideboard Covers, Bedspreads, Napkins, Doylies, Grass Cloth, etc., etc.

Also Brass Jardiniere, Vases, Finger Bowls, etc., and 2 Fowling Pieces. (Full Particulars from Catalogue). Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, Oct. 9, 1916. 1118

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (on account of the deceased), on

AN EARLY DATE,

The following LIGHTHOUSE GEAR, &c., &c., viz:—

One occulting apparatus, complete. Circular work lamps. Spare burners.

Cylinders and wicks. Incandescent Petrol Lamps, and appurtenances.

A quantity of gear pertaining to Mooring Boats, &c.

A number of Locomotive wheels and Axles.

Further particulars may be obtained from the undersigned. Terms:—as usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, Aug. 24, 1916. 964

FRENCH LESSONS

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TERMS VERY MODERATE. Consultation free.

JAPANESE MAKERS. Every kind of Footwear MADE TO ORDER.

OHERRY & CO., 10, D'ARVILLE STREET.

Under Weight, a condition of ill-health, shows your system is becoming weaker. WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND.

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Under Weight, a condition of ill-health, shows your system is becoming weaker. WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND.

VISIT TO THE HOME OF A ZEPPELIN-FLEET.

IN CAMP WITH THE "MARINERS OF THE AIR."

BURLIN, Aug. 21.

Anton Fendrich, who is about to publish a book on the war, is giving to the German public its first real view of the German air fleet, which he visited "among the sand dunes." Here is his story:—

Somewhere amid the white sand dunes and the salt meadows, we dwell the mariners of the air who have brought some notion to Albion that is no longer an island. I was taken at evening in an automobile over causeways and dikes to a group of buildings, dark, airship hells, silhouetted against the sunset clouds in great lines of modern steel construction.

"How many?" I hear the question asked. Quite a confidence-inspiring number. The commanders were sitting at a flower-decked homelike supper table. From the wall smiled the Swabian, Count Zeppelin, without whose decade of struggling all this would never have been.

These men were mostly between 30 and 40 years and already had many a time participated in a wild hunt through searchlights and bursting shells and though they lived among these peaceful meadows the same keen look of the hunter which one finds at the front was stamped on their faces.

In the midst of the conversation one of the commanders, tall and smooth shaven, rose and said: "It was high time to go, as he had to suit that night. Would I come to the hall?"

"It was midnight as we approached the dark structure with brightly illuminated windows which, at first broad and red, soon shrank to narrow shining slits as the whole hall turned on its axis in order to bring the airship into line with the wind."

"The turning of a single screw on the ochre-yellow body of the air-cruiser filled the giant hall with the roaring and howling of a hurricane."

In front of the almost unbelievably thin steel rods to which were affixed the screw propellers were high wooden platforms on which mechanics covered and watched the whirling propellers. These wooden propellers, each as tall as a man, soon became visible again, turned awkwardly a few times, then stopped. A mechanic adjusted a few screws, hampered a few bolts, and then the slender thin wooden blades roared.

The mechanic notes the faults first always with the ear only, but afterwards discovers them with the eye.

Now they had caught the right tone. The ship is clear for sailing," the engineer reported to the commander.

In the front wall a gap opened slowly, like the pulling of a giant's curtain in a theatre, "only much slower. The motors took seven minutes to slide back the steel wings on the front door. The commander disappeared in the direction of the forward gondola. From the portholes of the connecting gangway grinned the faces of happy mariners, who called out jokes to those who were staying behind. Then the wondrous monster was led out of the hall with an ease which the eye could hardly credit.

One calls the laws of gravitation. The ship is weighed to an ounce, no lighter and no heavier than air, so that it swings in space like a great feather. A head of frolicking schoolboys could just as well have led the monster out of its stall.

But outside waited the night wind. One knew it well from past experience. Therefore, a hundred hard seamen's eyes grabbed it outside to prevent escape.

The air giant is off. A shrill whistle and all the screws began their storm song. A few men of the landing battalion, crouching themselves like wet dogs. They had got on their heads a spots of the water with which the air-cruiser's lights shined. Lightly, the slender columns rose upward and it seemed swallowed up by the night, its dark shadow against the Great Dipper.

In the commander's gondola, kneeling, the measuring instruments and signals, hangs a small brown plush teddy bear, and amid the storm song of the propellers and the thunder of the motors you seem to hear the shrill laughter of children. The commander's small daughter sent him his teddy bear as a souvenir when sailing over England.

We flew. The deafening noise making conversation impossible, I at first tottered and fell. The commander showed me the airship in which one of the commanders had, in five days, spent eighty-eight hours in the air and had slept only twenty-four in his bed.

Another, commanding one of the older ships with open gondolas, returned to us, saying that it was necessary first to knock out with sticks the ice from the fur-clothes of him and his men before they could undress.

"But, to my mind, I took off my hat and coat, and then I was all right."

During the week I was with the air-cruiser in which one of the commanders had, in five days, spent eighty-eight hours in the air and had slept only twenty-four in his bed.

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THE MANIPULATION OF THE STEERING GEAR FOR ELEVATION AND DIRECTION AND ALL THE OTHER TECHNICAL EQUIPMENT AND THE LITTLE BOAT GRINNED AS ONE WHO KNEW IT ALL LONG.

We flew over wood and meadow, and over airship hells and barracks, and the canopy of green was soon lost to sight.

Through a small horizontal transparent pane, built like an alveole in the glass wall of the commander's gondola, your eyes can see straight downward into the depths below.

At 2,000 feet the earth seemed that delightful relief that makes it seem like a giant plaything. In the distance the gray surges of a city appeared, but was soon lost behind.

Views North Sea Fleet. How the heart beat when through the forward windows of the gondola the North Sea was sighted. There lay the battle fleet, but the ships seemed to hang in clouds, an optical illusion, for when seen from an airship the earth seems to sink like a round, flat saucer. Immediately under you lies the lowest point, while round about the horizon seems to rise. Hence came the illusion that battle cruisers and a dreadnought, steaming far out at sea, were gliding through low clouds.

The barometer showed 3,500 feet. Now we are in the zone of explosion danger, the commander said coldly and quietly. I cannot deny that this information disturbed the enjoyment of my view over all the world.

The Captain explained further: "At this height the atmosphere is most inclined to creep through the thin skin of the gas cells, producing that explosive mixture of hydrogen and oxygen which you know from chemistry. If a man with hot-balled boots were to strike a spark on the steel plates now he could blow us all into the air. That is why we now blow off gas. This prevents a dangerous proportion in the mixture of air and hydrogen."

Shrill bells sounded through the airship, commands were called through the telephone, and wires were pulled. As we flew back over the land again the commander pointed out to me a large white cross in the midst of a plain. It was a target. Four bombs fell. Not one of them fell outside the circles of which the crossed lines were the diameters.

We descended until biplanes, cruising below us, looked like hawks.

"You must also visit the motor room," the commander suggested.

Through two doors lay the way to the machinery. I could stand it for just two minutes. How men with eardrums and nerves can hold out hours at a time and half a day long in that mad hell of sound that shakes the whole body to the marrow I do not understand. These men are heroes even though they merely hold out and do their only work among the motors.

As we circled about our hall, the landing forces quickly caught hold of the lines and after a few minutes L-X was firmly imprisoned on the wheeled iron block that runs on rails to the hall.

Not always is the landing so easy. Many a ship has been held in a storm outside for twenty-four hours, the men taking relief shifts before it could be brought in.

WITH THE FLEET FOR A WEEK. It takes much courage and science to steer such a cruiser through the air. The commander's all laughter when they read in the English papers that the English planned to salvage the framework of L-10, sunk in the waters of England, in order to copy the construction. We will make them a present of a brand new one and they would not learn how to sell it in five years, they said.

"I was a guest for nearly a week at the airship station and ever more frequently came officers to the Squadron Chief with black dispatch cases."

One evening there was only very small company at the table. Almost everybody was "under way."

The good wind for a journey to England in the bad weather, wind from the west, for it makes easier the return of the airship to port after it has done its work, instead of drifting it back towards England.

"And yet at home Herr Schweppenhauer indignantly asks at his beer-table, when a brisk rain-weather wind blows from the east, 'Why don't our Zeppelins get away and why are not the fine summer nights made better use of?'"

Herr Schweppenhauer and Commander: "I have been present most of the time when airships returned from England, and there is rejoicing according to the wind blows. And the short summer nights are propitious for sitting in cafes, but not for air trips to Albion."

HARDLY OF AN EVENING. During the week I was with the air-cruiser in which one of the commanders had, in five days, spent eighty-eight hours in the air and had slept only twenty-four in his bed.

Another, commanding one of the older ships with open gondolas, returned to us, saying that it was necessary first to knock out with sticks the ice from the fur-clothes of him and his men before they could undress.

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MOST OF ALL TO THE ONE WHOSE FIRST WORDS, AS HE LEANED OUT OF HIS GONDOLA, WERE: "I HAVEN'T BEEN ABLE TO GET RID OF MY EGGS."

He had orders to attack an iron foundry. From afar he saw it gleaming below, but the increasing stormy west wind prevented him from getting over it. The home journey led him over many a town and village of the land, which seeks to starve out German women and children, but he flew over them with all his bombs.

Down on the waterfront everywhere stand now and gigantic airship hells. On the day I left the first of some new and splendid monsters came flying from the airship yards. Others followed and lay ready for sailing. They are large enough to lay a fortress in ashes.

"Voe to you, Paris! Voe to you, London! when your day comes!"

NEW YORK, August 22nd. Anton Fendrich's description of the Zeppelin base is apparently intended to identify it with some place in Belgium between the Scheldt and the sea as "white sand dunes and salt meadows" do not suggest the coast of Schleswig north of Holland or the steep, rocky shores of the Baltic.

The description may be purely hypothetical for the air above West Flanders has been pretty well combed by the aeroplanes of the Allies. On the marches between Zebrugge and Brugge, the Germans had built in a drained creek a series of hangars for small aeroplanes and covered the roofs with turf cut from the surrounding marshes so that they appeared to be mounds rising from the plains. Yet, these hangars were three times bombarded from the air and finally destroyed.

It is hardly possible that in the same region were concealed the larger buildings needed to house the greatest air force. The rest of Herr Fendrich's description might refer to one of a half dozen Zeppelin bases whose locality is known.

Aside from Heligoland, English air experts believe the Zeppelins which attack the east coast of England come from interior bases like Emden, 400 miles from London; Hamburg, 450; Düsseldorf, 300; Cologne, 300; and Bremen, 400.

"NO LONGER A WAR OF THE PEOPLES."

BUT "SIMPLY KEEP GOING BY THE STATESMEN."

Under the heading "August the Fourth," the "Socialist" "Arbeiter Zeitung" publishes an extraordinarily bitter and outspoken review of the situation by its Berlin correspondent. That date rather than August 1 is taken because England's entry is regarded as the real starting point of Armageddon. On August 1, the beginning, but on the August 4, the world war was in "full blast." But another reason is suggested for the choice of August 4. A footnote to the article says: "If our readers should ask why we ourselves (as distinguished from the Berlin correspondent) take the opening of the second year of war as without a word they might commit the first pages of our issues of the 28th and the 30th of July. On those dates the 'Arbeiter Zeitung' appeared with great black spaces. Evidently the censor had been at work. Judging by the fact that its Berlin correspondent's article on 'August the Fourth' is uncensored, one may conclude firstly that this article, which refers only to German feeling, has some official approval, and secondly that the paper's communication these previous dates must have been of a really sensational character, and probably referred to Austria's desperate plight."

The war began, says the article, as a "war of the peoples." A sort of fury seized upon the nations, which were not strong in international understanding. "It was a frenzy! Nay, a madness! Mutual fear and suspicion had become excited to fever-pitch."

Through popular passions the war had the character of a war of the peoples. "The cause had been at work. Judging by the fact that its Berlin correspondent's article on 'August the Fourth' is uncensored, one may conclude firstly that this article, which refers only to German feeling, has some official approval, and secondly that the paper's communication these previous dates must have been of a really sensational character, and probably referred to Austria's desperate plight."

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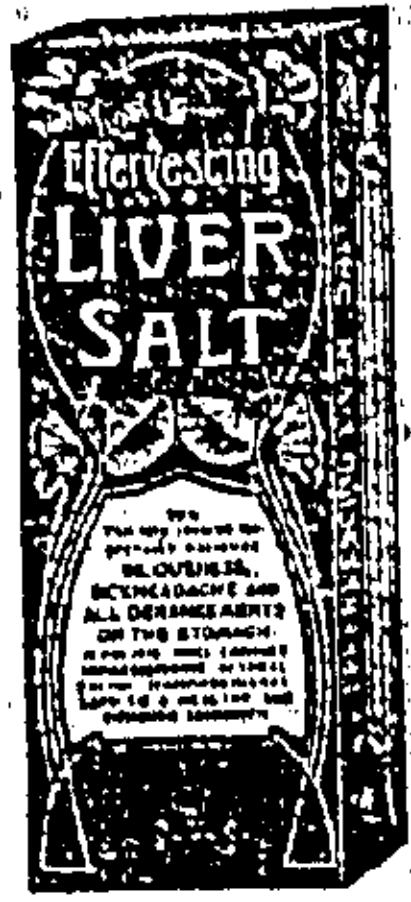
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"For the morning after the night before"

T A K E



PREPARED ONLY BY

A. S. WATSON & CO., LTD.,

HONGKONG DISPENSARY.

Tel. No. 16.

To-day's Advertisements

WANTED.

PRESSMAN, First Class Cylinder. China Baptist Publication Society. Canton. Hongkong, Oct. 11, 1918. 1152

PUBLIC AUCTION.

The undersigned has received instructions to sell by Public Auction, on

SATURDAY,

the 14th October, 1918, commencing at 11 A.M., at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd.,

Kowloon, Salvaged ex. S.S. "CHIVO MARU," A Quantity of COPPER, BRASS, IRON, STEEL, etc., etc.

Also 1 REFRIGERATOR, 1 AIR PUMP, 1 ELECTRIC MOTOR. Terms—Cash on delivery. GEO. P. LAMBERT, Auctioneer.

Hongkong, Oct. 11, 1918. 1151

(Continued on page 8.)

THE DIARY

MEMOS. FOR TO-MORROW.

10.30 a.m.—Auction of Machinery, plant, tools etc. at No. 1, Ningpo Street, Yau-mat. 9 p.m.—"Our Day" Concert in Victoria Theatre.

General Memoranda.

FRIDAY, Oct. 13.—

2.30 p.m.—Auction of Household Furniture and Drawn Thread Work and Grass Cloth. 4 p.m.—Governor and Lady May "At Home" at Mountain Lodge. 9 p.m.—Boxing Tournament at the City Hall.

SATURDAY, Oct. 14.—

11 a.m.—Auction of Furniture etc. at Messrs. Hughes and Hough's. St. John Ambulance Brigade Overseas Aquatic Sports.

SUNDAY, Oct. 15.—

9 a.m.—Excursion to Macao by S.S. "Tai-han".

MONDAY, Oct. 16.—

3 p.m.—Auction of Crown Land at P.W.D. Piano Recital at Peak Club in aid of P. of W. Fund.

TUESDAY, Oct. 17.—

President Li Yuan Hung's 52nd birthday. "Our Day" Sale of Roses; English Fair on Murray Parade Ground; and Evening Fête in Public Gardens.

WEDNESDAY, Oct. 21.—

11.30 a.m.—China Light and Power Co's Meeting.

FRIDAY, Oct. 27.—

Hongkong Stock Exchange Settlement Day.

MONDAY, Oct. 30.—

Noon—Dairy Farm Co's Meeting.

BRIDGE SCORERS

In Blocks of 50 SHEETS.

30 cents each.

Four for One Dollar.

Obtainable at

The China Mail Ltd.

VISITING CARDS

PRINTED AT

CHINA MAIL OFFICE

is taking place there, but it is clear that Germany and Austria with the co-operation of the Bulgarians and the Turks are making a prodigious effort to defeat the very evident plans of the Entente. Many weeks ago, when Rumania had just decided to throw in her lot with the Allies, the Berlin correspondent of the leading Danish paper was permitted by the German censors to speculate on the possibilities in this way:—"The immediate object of Rumania is Transylvania and other advantages promised by the Entente. If the military outlook of the Entente remains favourable, then in September or October we shall hear of a Balkan campaign on a great scale. The Russians will again attempt to go along the road to Constantinople, in order to take possession of it and isolate the Central Powers. In this way a decision of the war, although it has been supposed that it would exclusively be attained in the west, would quickly be brought about amidst the exhausted nations." There can be no doubt, we think, that the success of the Allies in this region now would hasten very considerably the end of the war.

MARRIAGE.

SLY—NORTH-SICOTVARY.—On Oct. 4, at Weihaiwei, before the Deputy Registrar of Marriages, Mr. EDWARD ARTHUR HENRY SLY, of H. B. M. Consular Service in China, District Officer, N. D. Weihaiwei, to KATHLEEN, youngest daughter of Mr. and Mrs. L. E. NORTH-SICOTVARY, Chinese Maritime Customs, Soochow.

DEATHS.

HENDERSON.—On October 6, 1918, at the General Hospital, Shanghai, GEORGE HENDERSON, infant son of Mr. and Mrs. GEORGE HENDERSON, Kowloon Docks, Hongkong, aged 17 months.

WENTY.—Killed in action 28th. July, 2nd Lieut. N. D. WENTY, late of Hongkong and Shanghai Banking Corporation, London Staff.

The China Mail.

HONGKONG, WEDNESDAY, Oct. 11, 1918.

THE WAR.

No one will be greatly surprised to learn that there is no foundation for the report that the German submarine which entered the harbour of Newport, Rhode Island, brought instructions to the German Minister to approach President Wilson on the subject of arranging an armistice between the belligerents. Doubtless both the KAISER and President WILSON realise that the intervention of a third party on such a matter is not likely to be welcomed by the Allied Powers at this stage of the war. And so far as one can discern in the reports which are given out by the German authorities regarding the war situation, Germany is in no frame of mind yet to sue for peace or to ask for an armistice. The inference to be drawn from the report which came from America was that Germany desired an armistice in order that peace conditions might be definitely ascertained. Responsible statements of the Entente Powers have laid down almost from the beginning of the war the conditions which have to be brought about before the details of a settlement can be discussed. So long as there are German armed forces in the occupation of territory beyond the German frontiers as they stood before August 1914, Germany has been told that it will be impossible for the Allies to think of peace. No one can gather from the German official communications that any dissatisfaction is felt by the German Headquarters with the situation in any of the theatres of war, but the "secret and confidential" reports made by German Generals in the field, and which have in a few instances been captured, reveal a very different frame of mind, while the recent operations in the Somme region have afforded the world many interesting evidences of the "yet" in the German morale which threatens to end in a steady and perhaps somewhat sudden collapse of the enemy's resistance. How soon this will come probably depends very much upon the success or failure of the great and desperate efforts which the Entente Powers are making.

SHROFF CHARGED. The shroff employed at the "South China Morning Post" was charged at the Magistracy this morning with embezzling the sum of \$2.50. Detective Sergt. Clark said it was defendant's duty to collect accounts for papers supplied and he had collected \$3.50 from the American Consul and had never paid the money in. The account was submitted again on Saturday and returned on Monday with a statement that it had been paid. Defendant had been with the "Morning Post" for four years and there were no suspicions attaching to him. Defendant admitted he had collected the money but entirely forgot to enter it into the account book. He had no intention of embezzling; if he had he would have gone for a much larger sum. The case was adjourned until Saturday, bail being put at \$250.

NEWS OF THE DAY.

LOCAL AND GENERAL.

About 600 Chinese workmen, engaged at Shanghai, are passing through on the M. M. str. *Paul Leal* for France.

Lieutenant Lionel Vincent, second son of Mr. and Mrs. H. A. Vincent, of Yokohama, has been killed in action in France.

The Manila Observatory this morning reported the Typhoon to be in about 117° Long E. and 21° Lat. N., moving W.N.W.

A Chinese of apparently unsound mind jumped from the Star Ferry boat at 7.15 last evening into the harbour. He was rescued by the crew and taken to the Government Civil Hospital.

We learn that the Jubilee of the Hongkong and Whampoa Docks was celebrated by the Directors and Staff of the Docks to-day by a tiffin at the Hongkong Hotel.

Two farmers of Kwon Yi village who were sleeping in a thatched with their bullocks were startled last night by a party of men who entered the thatched, bound them hand and foot and went away with two bullocks and a cow, valued at \$120.

Messrs. Hughes and Hough are holding an important sale of machinery, plant, tools, etc. at 1 Ningpo Street, Yau-mat, to-morrow, commencing at 10.30. The goods are the stock of Messrs. Witke and Co., a German firm in liquidation.

Captain David James, of the Northumberland Fusiliers, a "Kobe boy," has received the Military Cross "For conspicuous gallantry during prolonged operations. As Divisional T.M. Officer he did fine work continually under shell and rifle fire. When his gun ceased firing he took the place of a wounded officer and led a bombing attack."

Forty students have joined the Chinese Language School at Hankow. Mr. Archibald Rose of the Consular Service, who was largely instrumental in setting the Shanghai School on foot, opened the session with a most instructive address and all arrangements were made for steady work. There will be three meetings per week.

We are informed by the Committee that the proceeds of the al fresco fête held on Sunday in the compound of the Roman Catholic Cathedral in aid of funds of the local branch of the Society of St. Vincent de Paul reached the handsome amount of about \$2,400 net. The Council General of the Society desire to express their heart-felt thanks to all who contributed to the success of this annual effort.

A Chinese volunteer, Sergeant Tsui, who is now serving with the French Flying Corps, has already brought down two hostile machines. Sergeant Tsui is the second son of Mr. Nicholas Tsui, a well-known and successful Engineer and Shipbuilding Works at Shanghai, and commander of the

THE MAGISTRACY.

ASHORE WITHOUT PERMISSION.

A Chilean named Emogene Castro a seaman on board the Pacific Mail Co's *Escudor* was charged at the Magistracy this morning with coming ashore yesterday, he being an alien seaman and not having a passport of the Chilean Government or a permit from the Hon. Captain Superintendent of Police.

Defendant said he did not know very much English, and the case was adjourned until to-morrow for the attendance of the Spanish interpreter.

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FELL FORTY FEET.

A Chinese charged before Mr. F. A. Hazeland with manslaughter at Wanchai was remanded. It is supposed that defendant and deceased had a quarrel over a money affair and defendant struck deceased who fell through a window into a passage way 40 feet below.

SEQUEL TO RANSACKING OF OFFICES.

Mr. J. R. Wood was engaged at the Magistracy this afternoon hearing evidence against five Chinese charged with stealing and receiving a large quantity of catalogues etc. from Messrs. Rumjahn and Co's premises in Des Vaux Road.

On Monday the 2nd inst. Mr. Rumjahn went to his office as usual and found the place had been ransacked and practically everything removed. Articles taken away included 680 safety razors. Three large packing cases were necessary to bring the stuff to Court. Mr. Mattingley, of Messrs. Deacon, Looker, Deacon, and Harston, appeared to prosecute, and defendants were represented by Mr. Faithful, Mr. Mason, Mr. Kong Sing and Mr. Hind. The hearing was adjourned.

DEATH OF MR. L. B. NEEDHAM.

It is with regret that we record the death of Mr. L. B. Needham, a partner in the firm of Messrs. Ewins and Needham, solicitors, Hongkong, which took place on the 4th instant on board the ship on which he was homeward bound. The ship had apparently left Marseilles but details of the death and occurrence are not yet to hand. The information of Mr. Needham's death came by cable to Mr. H. W. Looker. Deceased was about 62 years of age. When he left Hongkong he seemed to be enjoying good health but he was known to have suffered considerably from nervous attacks. He was a popular member of an honorable profession and great sympathy will be extended to the bereaved relatives by the members of the Bar and others in the Colony with whom he was associated.

Mr. Needham came to Hongkong in 1910 as a clerk with Messrs. Ewins and Harston and in 1915 was admitted to partnership.

SOCIAL AND PERSONAL.

Mr. Tang Shao Yi has returned from Tientsin to his home in Shanghai.

Mr. and Mrs. C. Montague Eds returned to the Colony to-day from Japan by the *Paul Leal*.

Mr. A. H. Ferguson, the new Manager of the Chartered Bank at Peking, has arrived and taken over charge of the Bank's affairs in the Chinese capital.

Mr. W. V. Robinson, the Managing Director of the Robinson-Piano Co.

DAIRY FARM CO.

PROPOSED INCREASE OF CAPITAL.

An extraordinary meeting of the Dairy Farm Co., Ltd. was held this morning. Mr. F. Maitland presided and there were also present: Rev. Fr. Robert, Messrs. J. Walker, A. Stevenson, H. W. Looker, T. M. Gregory, Chan Nai Pan, and M. Manuk (secretary). The Chairman said—Your Directors after consultation with the Company's Solicitors have considered it desirable to slightly alter the Company's Articles of Association in a manner already advertised and as just read to you by the Secretary. These alterations call for no special remarks except subsection B of Article 3 which provides for the increase of your Directors' remuneration from \$3500 to \$3500 per annum. The suggested increase is in proportion to the increase of Capital which will be submitted to you immediately after this resolution has been submitted for your approval.

The Chairman then proposed the adoption of the alterations, which was seconded by Mr. A. Stevenson and carried.

The Chairman further said—Before proposing the Extraordinary Resolution regarding the increase of the Company's Capital by the creation of 20,000 new additional shares I should like to explain that your Directors have considered it advisable to take this step in order to make the Capital more in keeping with the Company's turnover which amounts to four times the present paid up Capital. Moreover we find it necessary to utilize all the cash we can lay hands on for the most important additions and expansion of the various branches of our business. The net result of these Resolutions if confirmed will be that any shareholder desiring to take his dividend in cash may do so but he will have to pay \$6 per share on the new shares—in other words your Directors recommend that the dividend be returned and put to Capital to strengthen the financial position of the Company—the dividend and call being identically the same amount viz, \$120,000. The Report and Accounts for the year ending 31st July last are now in your hands. I would remark thereon that against our usual custom nothing has been written off Assets which Assets at present stand in our Books at a great deal under actual values and further that the result has been augmented by the profit of \$10,804.50 on share investments, such shares are now in our Books at values on 31st July last.

I would therefore caution shareholders not to expect anything like such a dividend in future, for we shall have to pay on 80,000 shares instead of on 40,000 shares, and it is a sound policy to write down Assets before deciding on dividends. It has been through following this course for many years past that the present good position of the Company has been established. I would remind persons holding shares not registered in their own names to send in such shares to be transferred without any delay. The transfer books close on Saturday the 14th instant.

I now beg to propose as extraordinary resolutions the following—

1. That the capital of the Company be increased to \$450,000 by the creation of 20,000 additional shares of \$7.50 each.

2. That the Directors be authorized to offer the said 20,000 additional shares at par to the members on the Register of members on the 14th day of October 1918 in the proportion of one new share for every complete number of two shares which such members are the registered holders of on that date and upon the footing that the sum of \$5.00 per share shall be payable in respect of such shares on acceptance of the offer. And that such offer be made by notice specifying the number of shares to which members are entitled and limiting the time within which the offer if not accepted will be deemed to be declined to the 31st day of October 1918. And that the Directors be empowered to dispose of shares not accepted in response to such offer to such persons upon such terms and conditions and at such times as they consider expedient in the interests of the Company.

3. That such additional shares shall participate in dividend declared after the 31st day of October 1918 in proportion to the existing Capital.

4. That the members shall be entitled to any offer of a fraction of an additional share in respect of any old share held by him.

5. That the Directors be empowered to dispose of all additional shares which members are not entitled to have offered them to such persons upon such terms and conditions and at such times as they consider expedient in the interests of the Company.

Mr. T. M. Gregory seconded and the motion was carried unanimously.

MEMORIAL TO REV. H. O. SPINK, M.A.

At a meeting of the Vestry of St. Andrew's Church, Kowloon, held on Oct. 3rd, it was decided to place a memorial tablet in the Church to the memory of the late Rev. H. O. Spink, M.A., C.F. (formerly Chaplain of St. Andrew's Church) whose death at the Front was recently reported in this Colony.

Subscriptions may be sent to Rev. N. C. Pope, The Vicarage, Nathan Road, or to Mr. B. E. Fidler, Hon. Secretary.

If the subscriptions exceed the amount necessary for the erection of a tablet, the surplus will be

donated to the St. Andrew's Church, Kowloon, for the purpose of erecting a tablet to the memory of the late Rev. H. O. Spink, M.A., C.F.

The following are the names of the subscribers who have contributed to the fund for the erection of a tablet to the memory of the late Rev. H. O. Spink, M.A., C.F.

Mr. J. R. Wood, Mr. F. Maitland, Mr. F. R. Robert, Mr. J. Walker, Mr. A. Stevenson, Mr. H. W. Looker, Mr. T. M. Gregory, Mr. Chan Nai Pan, Mr. M. Manuk, Mr. F. A. Hazeland, Mr. J. R. Wood, Mr. F. Maitland, Mr. F. R. Robert, Mr. J. Walker, Mr. A. Stevenson, Mr. H. W. Looker, Mr. T. M. Gregory, Mr. Chan Nai Pan, Mr. M. Manuk, Mr. F. A. Hazeland.

The following are the names of the subscribers who have contributed to the fund for the erection of a tablet to the memory of the late Rev. H. O. Spink, M.A., C.F.

BUDGET OF THE STRAITS SETTLEMENTS.

The following excerpts from the Budget Speech of the Governor of the Straits Settlements (Sir Arthur Young, G.C.M.G.) will not be without interest for many readers in Hongkong:

FINANCIAL POSITION.

The second year of war showed an improvement in the matter of revenue even over the record year 1914. In 1915 our revenue amounted to \$14,181,692, while our expenditure in that year was \$10,196,560, thus showing a gratifying surplus of \$3,985,132. That surplus was little short of the amount required in 1915 to finance Harbour and Dock Works; we lent \$2,072,629 to the Singapore Harbour Board for Dock Improvements, \$150,000 to the Penang Harbour Board to meet interest due by the Board to the Government, and we paid \$1,808,708 on account of the Singapore Harbour Works—a total of \$4,031,337.

In the current year, you will be pleased to learn, our revenue has come in extremely well, and a revised estimate for the year places it at \$14,985,425, or almost exactly three million dollars more than the conservative estimate we framed for the year. Notwithstanding that the increase in the price of opium from \$0.50 to \$0.55 per talib, introduced at the end of April last, has resulted in decreased consumption of the drug, the opium revenue actually shows a considerable increase; the introduction of Tobacco duties and the increase in the Liquor duties form the other principal elements in our enhanced revenue. On the other hand, the revised estimate of expenditure also shows a considerable increase over the original estimate for the year. We estimated that we should spend \$10,052,879, but a recent revision of figures places the expenditure for the year at \$11,705,838.

On items appearing in this year's budget a considerable saving will probably be effected, but we have paid \$450,000 arrears of defence contribution for 1915, and we propose to vote slightly over one million dollars to meet the cost of services arising out of the war. Moreover, we have voted \$100,000 as our first half-yearly contribution to the Imperial Government towards the cost of the war. The excess of the assets over the liabilities of the Colony at the end of last year was \$20,581,574; at the end of the current year it should amount to somewhat more than twenty-three-and-a-half million dollars. Here I must repeat the caution I uttered last year, and remind you that by the end of the current year, at least fifteen million dollars of our assets will be locked up in Dock and Harbour Works, and, however, still leaves us in an excellent financial position to face a continuance of the war in 1917. The dock improvements are still being carried out. It is unlikely, however, that more than \$1,200,000 will be required to finance them in the coming year, but we must remember that there will be in addition a heavy bill to pay for war services. Our revenue for 1917 is estimated on a conservative basis at \$12,857,584 and our expenditure at \$11,927,594, that is to say, an estimated surplus of \$930,000. These figures indicate that our financing of dock improvements next year will not make any very serious call on our surplus balances. Financially, therefore, I think you will agree, we can face the prospect of 1917 with confidence.

COLONY'S TRADE.

LARGE INCREASE IN IMPORTS AND EXPORTS.

The state of the trade of the Colony during the first half of the current year may be regarded as highly satisfactory, for all classes of both imports and exports show signs of a steady increase. We imported merchandise to the value of \$77.8 million dollars (\$24,400,000), an increase over the imports for the corresponding period of 1915 of more than \$7.8 million dollars (\$7,912,000) or 8.2 per cent. Exports during the same period were valued at \$69.8 million dollars (\$21,412,000). Compared with the reports for the first half of the previous year, the figures show an advance of \$9.9 million dollars (\$9,157,000) or more than 16 per cent.

Raw materials showed an advance of over 45 million dollars principally in para rubber, which rose by 8.8 million dollars and in tin ore which rose by 1.8 million dollars; though in volume, tin ore showed a reduction of over 27,000 piculs. While there was a falling off of quantity in certain imports and exports, this was counterbalanced by the increase in their value, for prices were, on the whole, very much higher than they were in 1915. This accounts in a great measure for the increase in value, in spite of the falling off in volume of certain imports and exports.

COLONY'S CONTRIBUTION TO THE WAR.

The Budget for 1917 has been framed with caution. The Colony by the resolutions passed in all the Settlements on August 6th reaffirmed its confidence in the final result of the war, but to obtain the peace which we most obtain, the unalterable conditions of which the President of our country and of France have enunciated, will take time and the expenditure of money. We must economize and conserve our forces, for it is impossible to increase our expenditure beyond the financial resources of the Empire, and we must be prepared to face the possibility of a long and arduous struggle.

Mr. John Canning, Chief Engineer of the Straits Settlements, has been appointed to the post of Chief Engineer of the Straits Settlements, succeeding Mr. J. R. Wood.

I am indeed glad to refer to the despatch of all classes. In many cases men have offered their services and have gone to the front; some have given their lives. Others who perform have had to stay here have been mobilised from time to time for defence purposes; the strains on firms as well as on individuals have been considerable, but duties imposed here by the war must be carried out by civilians so that trained soldiers may be released for duty elsewhere. These duties have been carried out loyally, ungrudgingly and cheerfully; both men and women in this Colony have recognized what is required, and have contributed liberally in money and work towards the many funds that have come into being during the war.

The Colony, as a unit of the Empire, has employed all her available resources for the purposes of war finance: from July 1 last she undertook to contribute for five years £200,000 a year, and a similar sum for a further five years if the finances of the Colony permit. It is indeed a pleasure to record that the unofficial members, who were present at the meeting when the resolution was proposed, were unanimously of the opinion that such a sum was insufficient for this rich Colony to subscribe towards the war, and urged the Government to introduce a further measure, in the nature of an income-tax, to provide the Colony with the means of sharing more fully the financial burden of the Empire.

The committee, which was appointed to enquire and advise as to the best method of giving effect to this proposal, have now furnished their report, and I hope at an early date to meet your wishes, by placing before you, after consideration of that report, the views of the Government as to the best means of further assisting the Empire.

The War Loan Bill, which will come before you to-day, is a measure by means of which it is trusted that local money will be invested for war purposes. No one, certainly no Briton, can contemplate the possibility that any portion of our Empire should ever come under the influence of German Kultur, a "Kultur" which, on indisputable evidence, has inflicted inconceivable tortures, on the helpless women and children, the wounded, and the prisoners who have fallen into its clutches. Let us not therefore hesitate to give whatever of service or of money it is in our power to give: by doing so, we hasten the overthrow of Prussian militarism and bring nearer the victory, the final and complete victory, and thus ensure the lasting peace which is our aim. (Applause.)

AN OFFER OF MARRIAGE.

CHINESE LOUHAN'S LETTER TO HIS PROSPECTIVE FATHER-IN-LAW.

We have been privileged to make a copy of the following letter received by the father of an "eligible daughter."

Dear— I understand a long time ago you have got a daughter of the age which is being now overtime for marriage, and he be glad if you will kindly let me know whether she has been made engaged with anybody; if not, could I have chance to get her home?

I have few weeks ago written to her asking her if she is desiring to be with me (your daughter being one night spoke to me on the Yau-mat Ferry that she will not stay single any time longer than six months and would like very much to live with me), and got a reply from her saying she is still desiring to do so, but I must make her father (you) pleased.

On account of this I wrote you these few words in order to know if you are pleased with me.

If you want to know who am I, you may go to any morning between 6 and 7 o'clock, you will see me riding a bicycle with a book behind.

I am sorry I have not to give you the address of my residence, and I wish to reply to me may address to— ground floor, Yau-mat.

If I have to receive an answer from you with affirmative I will then let you know address of my residence and would perhaps come to see you at your house.

I have the honour to be,

Your obedient son-in-law (in future)

Sir,

RUBBER DIVIDENDS.

A London cable to the *Straits Times* dated September 28th states:

Interim dividends announced are: Pataung 40, Golden Hope 5, Selatong 7d, Straits Rubber 10, Hidden Stream 7½, Bukit Parang 10, Chervit 5, Lahu 10 and United Sumatra 12½.

Since the announcement of the release of lawyers' licences, the Ministry of Justice has received some 500 applications within two days, and it is anticipated that at the end of this month the number will be increased to 1,000. "Peking Gazette."

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THE WAR.

LATEST TELEGRAMS.

(Reuter's Service to the China Mail.)

PRUSSIAN WARFARE IN AMERICAN WATERS.

AN OFFICIAL STATEMENT.

LONG BRANCH, N.J., Oct. 10.
Mr. Lansing, Secretary of State, conferred with President Wilson on the German submarine question.
It is officially stated that there is no evidence of a German submarine base in American waters.

LINERS AVOIDING THE REGULAR ROUTES.

Newport, Oct. 10.
Wireless messages from the liners *Cameroon* and *Frederick VIII* show that they are proceeding to New York well off the customary courses.

A DELICATE ELEMENT.

London, Oct. 10.
A telegram from Washington states that a delicate element in the new German-American situation is the fact that ships have been sunk close to the American coast because British cruisers were withdrawn from the trade lanes adjacent to American waters in deference to urgent American representations that such patrolling was vexatious and discourteous.

THE "FRIGHTFULNESS PARTY" IN THE REICHSSTAG.

Amsterdam, Oct. 10.
The German newspapers state that the Committee discussions in the Reichstag resulted in the victory of the "Frightfulness" Party.

TWO SUBMARINES SUNK BY RUSSIAN DESTROYER.

CHRISTIANIA, Oct. 10.
A Finnish newspaper states that a Russian destroyer sank two German submarines out of three which bombarded the wireless station at Jemmalok on the Mitrman coast on Saturday, destroying the mast and killing several people.

GERMAN SUBMARINES IN THE ARCTIC.

AMERICAN STEAMERS SUNK.
London, Oct. 10.
A message from Christiania states that five German submarines are operating in the Arctic and that their victims include two American steamers.

THE WESTERN FRONT.

A BRITISH RAID NEAR GIVENCHY.
General Sir Douglas Haig reports that a successful raid on the enemy trenches.

THE ITALIAN OPERATIONS.

Rome, Oct. 10.
An official announcement states: We stormed and captured enemy trenches on Mount Pasubio. Enemy attacks elsewhere have been repulsed.

THE BALKAN ZONE.

CONTINUED BRITISH PROGRESS.
London, Oct. 10.
A British official report from Salonika states: We have occupied Kalendra, four miles from Seres.

A GREEK CABINET FORMED.

ATHENS, Oct. 10.
Professor Lambros has formed a most colourful Cabinet. It includes M. Tselos, a pro-Germanist, as Minister of the Interior; and M. Zolotas, ex-Minister of Sofia, as Minister of Foreign Affairs.

BULGARIA EXPECTS SPEEDY INTERVENTION OF GREECE.

AMSTERDAM, Oct. 10.
The Berlin *Tageblatt* learns that political circles in Sofia expect the speedy intervention of Greece.

TRADE AFTER THE WAR.

BRITISH COMMITTEE'S REPORT SHORTLY EXPECTED.
London, Oct. 10.
Mr. Bonar Law has announced that the Committee on Trade after the War with special reference to the recommendations of the Paris Conference hoped to be able to report shortly.

A NEW GERMAN WAR CREDIT.

AMSTERDAM, Oct. 10.
The *Kölnische Zeitung* states that the Government will ask the Reichstag for a War Credit of 12,000 million Marks.

WHEAT AND FREIGHT RATES.

LONDON, Oct. 10.
In the House of Commons Mr. Runciman, President of the Board of Trade, indicated that the price of wheat and freight rates for wheat would be fixed.

THE GERMAN BANK AT TOKYO.

Herr H. Kummert, acting manager in Tokyo of the Deutsche Asiatische Bank, denies the allegation that his bank has been connected with certain specie movements against the public interest, and protests that his bank is doing business in strict accordance with the Bank Regulations. Those most concerned with the bank are the German Government, which has deposited its funds in the bank. It is reported that Herr Kummert called at the Japanese Ministry of Finance to explain the position of the bank and to assure the Japanese Government of its loyalty.

EARLIER TELEGRAMS.

THE FIGHT FOR LE SARR.

LONDON, Oct. 10.
Reuter's Correspondent with British Headquarters writes:—
The battle for Le Sarr was largely a blind battle. Dirty weather for several days prevented aerial reconnaissance. Thus the strength of the enemy forces was not accurately ascertainable.

THE RUMANIAN RETIREMENT.

BUCHAREST, Oct. 10.
A communiqué states:—The Rumanians in the Brass district were obliged to retire towards the northern end of the Carpathian passes.

AMERICAN WARSHIPS PATROL THE COAST.

WASHINGTON, Oct. 10.
The Navy Department has begun preparations to establish a patrol of warships on the coast.

GERMANY AND AMERICA.

WASHINGTON, Oct. 10.
Count von Bernstorff called on President Wilson to deliver the Kaiser's answer to President Wilson's letter regarding America and the starving in Poland. The Kaiser's letter was among those brought by the U.S.

GERMANY'S PROMISES.

LONG BRANCH, Oct. 10.
After Count von Bernstorff's call it was stated that peace was not discussed, but President Wilson brought up the matter of the submarine attacks in the Atlantic.

GERMAN SHIPS IN PORTUGAL.

APPROPOS of the "Cologne Gazette's" lament, reported recently, that German shipping has suffered more by the war than any other German industry, there appears in recent Portuguese newspapers an interesting statement made in Parliament by the Portuguese Finance Minister, as to the use being made of German ships seized by the Portuguese in their home harbours and at Goa, at the request of the British Government.

CLOSING SHARE QUOTATIONS.

2.30 p.m.
Banks 770 sales
Docks 130 buyers
Bongars 113 nominal
Del. Indus 1214 sales
Wool 1025 buyers
Cement 1025 buyers
Anglo-Java 131 buyers & 121 sellers
Euxine 121 buyers
Kung Yik 1450 buyers

DIPHTHERIA—HOW IT MAY BE AVOIDED.

DIPHTHERIA is usually contracted when the child has a cold. The cold prepares the child's system for the reception and development of the diphtheria germs. When there are cases of diphtheria in the neighbourhood children should be kept away from the infected child and should be kept at home.

SPORTING.

LAWN BOWLS.

The Police Lawn Bowls team scored a brilliant victory over the Civil Service on Saturday winning by 49 points.

Police C. Service
Garrard 42 Dwyer 6
Gordon 13 Blake 18
Pitt 24 Duncan 12
85 38

The winners were presented with silver spoons which were humorously inscribed in the presentation of miniature wooden spoons to the losers with extra large wooden ladles for the ships.

MODERN BUCHAREST.

Bucharest is a modern collection of villages somewhat after the fashion of Budapest, but the city is advanced in architecture and town planning. So far to the south, the climate is excellent in spring, but leaves the summer here scarcely provided for, inasmuch as shade is wanting. In days to come the avenue will improve greatly, but the trees are too small yet. The Boulevard through the centre of the city has a beautiful vista and its gardens are excellently kept. There is much that is characteristic in the roofs and gables of the private houses with the white overhanging eaves and decorated balconies.

Down near the mouths of the Danube at Ismail, the people are Rumanians on both shores though the north bank is in the hands of the Bulgarians. The Danube is the chief highway of the Balkans and the Rumanians are much better governed than is usual in Russia.

In the Carpathians on the way to Transylvania and Budapest, there are vast old wells along the lower hillsides. These further on these give place to pine woods all about Kinn and the Royal Palace, so splendidly situated amid mountain scenery. The traveller is received at the frontier station of Fiedel by Hungarian officials: everything bears the Royal Magyar insignia and there is no recognition of the Empire of Austria in these parts. This is the coveted land of Transylvania, and it is quite clear that Hungary is the ruler in these parts and the Power with which Rumania has had to deal is based on those of the Latin Union.

West of Rumania is flat, and the extensive alluvial plains of Wallachia are exceedingly productive. Maize is the greatest crop, and yields largely in a favourable season. With fairly good Danube generally assemble the grain trade both up and down stream is of vast dimensions. There are few towns of any size excepting Bucharest, Galatz and Braila. In reaching this kingdom from Russia there are a few resemblances and a many diversities.

SALE OF JAPANESE STEAMERS.

A series of contracts for the sale of Japanese cargo boats has been signed at Kobe, Calcutta, and London, says our Dairen contemporary. The following nine with aggregate deadweight tonnage of 55,670 have been sold at prices ranging from ¥211 to ¥350 per ton d.w. (aggregate amount being ¥11,900,000):

S.S. d.w. When built Price per ton d.w.
Enaki 1916 10,100 ¥25.00
Totai 1916 10,100 25.00
Kifunessu 1916 10,100 25.00
Meikai 1916 10,100 25.00
Shingo 1916 10,100 25.00
Temiya 1916 10,100 25.00
Shokuboku 1916 10,100 25.00
Telokun 1916 10,100 25.00

Of the above nine the s.s. Enaki, Enaki, Totai, Kifunessu, Meikai, Shingo, Temiya, Shokuboku, and Telokun have been sold to the Japanese Government. The s.s. Enaki, Enaki, Totai, Kifunessu, Meikai, Shingo, Temiya, Shokuboku, and Telokun have been sold to the Japanese Government.

Negotiations are now under way between some Britishers and Messrs. Tatsumi & Co. for the purchase of the latter's Enaki, Enaki, Totai, Kifunessu, Meikai, Shingo, Temiya, Shokuboku, and Telokun.

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AMERICAN RAILWAY ENTERPRISE IN CHINA.

The Peking correspondent of the *N. Y. Daily News* in a cable on the subject of the agreement made by the Chinese Government with an American firm of railway contractors says:—
The financial arrangements will be made by the American International Corporation, New York, who are prepared to provide funds forthwith. The contract system inaugurated in China by Messrs. Peking & Co. in the Shantung-Jin agreement. Messrs. Siemens & Co. have already a staff of engineers in the country and surveying will commence immediately.

In view of the suspension of railway construction in China in consequence of the war, the entry into the field of American capital is highly desirable in the interest of China's economic development, while from the British point of view, American enterprise is particularly welcome as all improvements in communications open new channels for British commerce.

CHAMBERLAIN'S PAIN BALM.

CHAMBERLAIN'S PAIN BALM is a most effective remedy for all kinds of pain, including headache, neuralgia, rheumatism, and all other forms of nerve pain. It is a most effective remedy for all kinds of pain, including headache, neuralgia, rheumatism, and all other forms of nerve pain.

SCOTTISH LETTER.

LORD ROBERTS AND GLASGOW.

EDINBURGH, Aug. 23.
A memorial to the late Field-Marshal Earl Roberts was unveiled in Kelvin Grove Park, Glasgow, by his daughter, Countess Roberts; and there were also present Lord Derby, Lord French of Ypres, Sir Spenser Ewart, and Sir Ian Hamilton, all "Roberts' men."

On the suggestion of the Dowager Countess Roberts, the memorial is a duplicate of the equestrian statue erected in the Maidan, Calcutta, the work of the late Harry Bates, A.R.A., a work of art which the Dowager Countess describes as "a perfect likeness."

Lord Roberts is shown seated on his Arab charger, Volonté, which he rode on many notable occasions in war and peace, and a series of beautiful bas-reliefs illustrate scenes of battle and the various branches of the Army with which he was connected, figures representing "War" and "Victory" forming impressive end pieces at the base. An addition is made to the Calcutta inscriptions: the words used by Lord Roberts on the occasion of his last visit to Glasgow are engraved on one of the panels—a prophecy that has been fulfilled—"I seem to see the gleam in the near distance of the weapons and accoutrements of this Army of the future, this Citizen Army, warrior of these islands and the pledge of the peace and continued greatness of this Empire."

Short appreciations were delivered, and it is interesting to note that the personal influence and characteristics of Lord Roberts were more dwelt upon than his public services. Lord Derby, for example, began by saying that "they would call Lord Roberts a small man; he did not." Lord Roberts "was small in stature, but he was a great, big man, full of vitality that made up for his lack of inches; a man energetic, keen, full of life from the day he was born till the day he laid down his life in France." Then as to his voice, it had "much to do with that extraordinary devotion that everybody showed to him." As to the larger aspects of Lord Roberts' career, Lord Derby, while protesting that he did not want to say anything that would grate, could not pass by the fact that Lord Roberts was "treated with scorn by many who should have known better what the state of the country was."

And "it was all very well to be thoroughly patriotic at the present moment, but when he read some of the patriotic speeches of certain men, he turned up their past speeches to see whether their patriotism was so deep-seated as they would have people believe." Lord Derby's closing estimate of Lord Roberts was, "he lived a great life for his nation, and at the end he died an officer and a gentleman."

Viscount French, in the course of his tribute, recounted an interesting incident at the British Headquarters in France. It was just two nights before Lord Roberts' death that he arrived at St. Omer, and he (Lord French) urged him to retire to rest after his long and tiring journey and in view of the hard day's work that lay before him on the morrow. The Army was then in the midst of important and critical operations and it was the custom to hold a conference of the General Staff and reporting officers at midnight, when the military situation as it had developed in the day was carefully discussed.

These conferences sometimes lasted two hours. He happened to have told Lord Roberts about it, and when he urged him to rest he said, "Oh, no, I must wait for the conference, and I wish you to let me be present." This Lord Roberts persisted in doing. He followed every word that was uttered, and every line on the maps with the keenest interest, and a rare intelligence, and although he did not lie down until the small hours, he was up to join his old Indian comrades the first thing in the morning.

Sir Ian Hamilton, who followed, said that in the old days "the Duke of Wellington's nose was worth 4000 men; in the same way, when Lord Roberts landed in South Africa, the morale of 110,000 men went up 20 per cent. Lord Roberts' first message 'finished on to the clouds hanging over beleaguered Ladysmith, came down to the starving town as manna to the Israelites.' Sir Ian summed up his appreciation of Lord Roberts thus,—"He had never seen anyone whose fortitude and daring were so infectious." "Half-hearted counsels were anathema to the little man," and "Thorough" was his motto.

ANTICIPATED QUININE FAMINE.
The long continuance of the war may bring about a quinine famine. As the quinine thrives at elevations of from 2000 to 9000 ft. above sea level, plantations of it on the Cockenbury Mountains would be a most successful scheme, as those established in Ceylon and Jamaica at similar altitudes. The extension of the "Lynn" Railway for another 25 miles in a south-westerly direction would not only open up an immense area of fertile land to the quinine farmers but double the yield of labour, and make it feasible to also export quinine and cinchona bark, the former of which is now being paid £150 a pound for.

SHIRKERS SEIZED.
DRASTIC ACTION.
A sensation was caused at Blackfriars on the 4th ult., when detectives, accompanied by soldiers with fixed bayonets, took possession of a building containing 5000 specimens of "Quinine" and "Cinchona" bark, which were being sold by a quinine merchant.

IT NEVER FAILS.
CHAMBERLAIN'S PAIN BALM.
CHAMBERLAIN'S PAIN BALM is a most effective remedy for all kinds of pain, including headache, neuralgia, rheumatism, and all other forms of nerve pain. It is a most effective remedy for all kinds of pain, including headache, neuralgia, rheumatism, and all other forms of nerve pain.

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An Unhygienic Mouth is a standing menace to health.

PYORRHOCIDE POWDER

promotes oral hygiene by correcting many conditions of an incipient pyorrhoeal nature. It is indicated with Dental treatment, establishing its value in the treatment of soft, bleeding, tender gums. PYORRHOCIDE retards the accumulation of salivary calculus, one of the principal causes of

PYORRHEA (Piggy Disease)

Correct and prevent pyorrhoeal conditions by using PYORRHOCIDE regularly every day as a dentifrice. PYORRHOCIDE is a tooth and mouth cleanser of high efficiency and is soothing and healing to the oral tissues.

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HONGKONG

THE OUTLOOK.

COLONEL CHURCHILL'S VIEWS.

Colonel Winston Churchill, speaking at Chelmsford on the 6th ult., said: "Do not let us talk too much about the war. Our true motto is to look after the war, and then, after the war, will look after itself. Our navy was never stronger, and the Army is storming and thundering at the German lines with a courage never expel, with a devotion and sacrifice which no troops of any country ever surpassed. The blockade is beginning to produce its effects in Germany. We are getting a greater mastery of the problem of dealing with Zeppelins. Our aeroplanes are learning to fight at night as well as day. General Brailoff in three months has shaken the Austrian Empire to its foundations and transformed to our advantage the whole aspect of the war. I have heard it said that this country is divided into optimists and pessimists. That may be so, but the only difference is that the optimist thinks we are winning it despite the Government. In all places of our country there is no division of opinion regarding the ultimate outcome. The unanimity with which the Empire has rallied around the Motherland justifies and vindicates British institutions. When Great Britain declared war she performed the noblest deed of all history. We have sustained since the terrible losses, many disasters, and bitter disappointments, but I have never felt more sure than I do now that the course taken by us in 1914, was absolutely right. Our children will live to bless the day, and to glorify the deed."

BRITISH AERIAL SUPREMACY.

AMAZING FACTS AND FIGURES.

Mr. Bell, the London correspondent of the Chicago "Daily News" has written a striking article on the development of aeroplanes. He says: "Directly the war broke out Britain decided to increase her aircraft by 500 per cent. 240,000,000 had already been spent on construction alone, whereas only £1,000,000 had been spent before the war. The directors and staff of the air-service were housed in 30,000 rooms, while there were now 375,000, and instead of 80 aeroplanes there are now thousands in the air and the mechanics number tens of thousands. The engineers have solved the problem of automatic stability. The Germans have produced a few geniuses like Immelman and Boelcke, but Britain's policy is not to star anybody. Many British aviators, however, have brought down five, six, and seven opponents, and there have been cases of two or three British machines accepting battle with 20 Fokkers."

"Not every man has the moral fortitude to endure the strain of dead enemies in the air. The British men are now thoroughly expert night fliers, and many landing places have been built, defined by flaming buoys of petrol which throw a brilliant light of a lurid colour. The aeroplanes are equipped with most effective guns, hence the tale of 'aimless Zeppelins'."

"Sometimes we have the Germans on the ground and then are from a height of 50 feet as the Germans scramble out. Our aviators even 'link and fight' the Germans on the ground. Aeroplanes have been known to continue to fly after being riddled by 200 bullets. During the Somme push our aviators fly from dawn to eight hours daily. The British aeroplanes have already down a million miles over the enemy lines. Youthful pilots are being sent over 40 years being generally useless. The best man are, however, experienced, and long distance flyers who undertake air deliveries of mail and munitions. There have been many instances of airmen who have been shot down and captured, but they have been treated with the utmost consideration."

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P. & O. S. N. Co.

ROYAL MAIL SERVICE

Will dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

For	STEAMERS	To SAIL	REMARKS
SHANGHAI, MOJI & KORE	NORE Capt. D. ASBURY,	Noon 12th Oct.	Direct Service.
LONDON & BOMBAY via SINGAPORE, PENANG, CRO, PORT SAID AND MAR- SHILLES	NOVARA Capt. H. R. HETHERINGTON, R.N.R.	Noon 20th Oct.	Connecting at Colombo with Mail Steamer Morra.
SHANGHAI, MOJI & KORE	NYANZA Capt. J. GAUNT, R.N.R.	about 25th Oct.	Direct Service.
LONDON via SINGAPORE, PENANG, COLOMBO, PORT SAID & MARSHILLES	NORE Capt. D. ASBURY,	Noon 3rd Nov.	Direct Service.

Wireless on all steamers. Return tickets at a fare and a-half available to Europe for two years, or Intermediate Ports for six months. Round-the-world and through tickets to New York, at Special Rates.

For PASSAGE RATES, HAND-BOOKS, and FREIGHTS, apply to
P. & O. S. N. Co.'s Office,
Living Superintendent.



O. S. K.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

AMERICAN LINE. FOR VICTORIA, AND TACOMA, VIA MANILA, KEELUNG, SHANGHAI, NAGASAKI, MOJI, KORE, YOKKAICHI AND YOKOHAMA.
S.S. "HAWAII MARU".....Capt. Saito.....Friday, 13th Oct., at 3 p.m.
Omitting Manila, Shanghai and Moji.

AUSTRALIAN LINE. FOR SYDNEY, MELBOURNE, AND ADELAIDE.
S.S. "NANKING MARU".....Friday, 27th Oct., at Noon.

BOMBAY LINE. FOR BOMBAY, VIA SINGAPORE, PORTSWORTH, TENHAM, PENANG AND COLOMBO.
S.S. "INDO MARU".....Capt. Y. Somekawa.....Monday, 23rd Oct., at Noon.

JAVA LINE. FOR MANILA, SANDAKAN, MACASSAR, SAMARANG, SOERABAYA & BATAVIA.
S.S. "SHIBETORO MARU".....Capt. S. Yamane.....Sunday, 29th Oct., at Noon.

FORMOSA LINE. FOR TAMSUI, KEELUNG, ANPING, TAKAO, VIA SWATOW, AND AMOY.
S.S. "AMAKUSA MARU".....Capt. Konishi.....Sunday, 15th Oct., at Noon.
Calling at Tamsui, Keelung via Swatow and Amoy.

These Formosan Liners will arrive at and depart from the SOON YIP WHARF near the Harbour Office.

FOR FURTHER INFORMATION, APPLY TO—
H. YAMAUCHI, Manager.

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THE EASTERN & AUSTRALIAN STEAMSHIP CO. LIMITED.

MAIL SERVICE

TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	21st October.	10th Nov., at 11 a.m.
EASTERN	—	—

These above steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. All Steamers fitted with Wireless Telegraphy.
For further particulars, apply to
GIBB, LIVINGSTON & CO., Agents.

NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transshipment at CALCUTTA, in conjunction with the
INDO-CHINA STEAM NAVIGATION CO., LTD.
AND
AFRICAN LINE.
Proposed Sailings from Hongkong.

Steamers	From Hongkong, on or about	Connecting at Calcutta with	On or about
—	—	—	—

For Freight and further particulars apply to
DODWELL & CO. LTD., Agents.

HONGKONG-NEW YORK.

REGULAR SAILINGS via PORTS AND BAYS AND PANAMA CANALS.
(With liberty to call at the Malabar Coast.)

For BOSTON & NEW YORK
S.S. "ROBERT CASTLE".....On or about 10th November.
It is intended that the above vessel will proceed via Panama Canal.
For Freight & further particulars, apply to
DODWELL & CO. LTD., Agents.

THE NANYO YUSEN KAISHA

(SOUTH SEA MAIL S. S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

S.S. "BURNIE MARU" For Batavia, Cherbon, Samarang, Sourabaya, Macassar & Balikpapan.
S.S. "HUGH MARU" For Moji, Kobe & Yokohama.

For Freight or Passage apply to
DODWELL & CO. LTD., Agents.

SHIPPING

C. N. C.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA, CEBU & ILOILO	CHINHA	Oct. 12, at 11 a.m.
SHANGHAI	SHANGHAI	Oct. 12, at 4 p.m.
HOIHOW, PAKHOT & HAIPHONG	SHANGHAI	Oct. 12, at 10 a.m.
TIENSIN	HUTCHOW	Oct. 17, at Noon.
SHANGHAI	LUCHOW	Oct. 17, at 4 p.m.
MANILA, CEBU & ILOILO	TAMING	Oct. 17, at 4 p.m.
SHANGHAI	SHANGHAI	Oct. 19, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

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Excellent Saloon accommodation. Electric Light and Fans fitted. Extra state-rooms on deck aft on "Taming" and "Tsun".
SHANGHAI LINE—PASSENGERS, MAILS & CARGO.
S.S. "Anhui", "Chenan", "Luchow", "Yingchow", "Shantung" and "Sichuan", with excellent accommodation, Electric Light and Fans in Saloon and State-rooms maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 38.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
WEIHAIWEI & TIENSIN	CHIPSING	THURSDAY, Oct. 12, Daylight
HOIHOW & HAIPHONG	TAKSANG	THURSDAY, Oct. 12, at 7 a.m.
SINGAPORE, PENANG & CALCUTTA	NAMSANG	FRIDAY, Oct. 13, at Noon.
SHANGHAI	KFONGSANG	SATURDAY, Oct. 14, Daylight
MANILA	FUENSANG	SATURDAY, Oct. 14, at 3 p.m.
MANILA	LOONGSANG	SATURDAY, Oct. 14, at 3 p.m.

RETURN TOURS TO JAPAN.

These steamers "Kutang", "Yamaguchi", "Tosaka" and "Fukuyama" leave about every 3 weeks generally call at Shanghai on route for Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 23 days. This service is supplemented by the "Yamaguchi", "Kutang" leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offered) Kobe & Moji and returning thence direct to Hongkong. Time occupied 19 days.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A duly qualified Surgeon is also carried.
Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
Taking Cargo on Through Bills of Lading to Yantze Ports, Chefoo, Tientsin, Dairen, Weihaiwei.
Taking Cargo on through Bills of Lading to Kuantan, Labad Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.
Under Straits Government Passport Regulations. All European Passengers leaving the Colony for Straits settlement, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd., General Managers.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG & RANGOON.

Steamers are despatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 215.



R.M.S.P. THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO CHANGE WITHOUT NOTICE.

FOR	STEAMERS	DATE OF DEPARTURE
GENOA	MERIONETHSHIRE	End of November.

HOMEWARD.

FOR	STEAMERS	DATE OF DEPARTURE
GENOA	MERIONETHSHIRE	End of November.

TRANS-PACIFIC SERVICE.

Sailing to VICTORIA, VANCOUVER, SEATTLE, TACOMA and PORTLAND.

For freight and further particulars, apply to
JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 215, 5th Fl., 10.

BRITISH INDIA S. N. CO., LTD.

A.P.C.A.R. LINE.

REGULAR SERVICE BETWEEN CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

NASTWARD.
S.S. "GREGORY" 4,604 tons, Capt. J. R. O'Sullivan, will be despatched for SHANGHAI, KORE & MOJI on the 24th October.

WESTWARD.
S.S. "JAPAN" 6,013 tons, Capt. J. R. O'Sullivan, will be despatched for SINGAPORE, PENANG, RANGOON & CALCUTTA on the 14th October.

The above steamers have excellent major accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or Passage, apply to
DAVID SASSOON & CO. LTD., Agents.

SHIPPING

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good Accommodation for First Class Passengers. Electric Light and Fans in State-rooms and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOOCHOW AND RETURN.

(Occupying 9 to 10 Days)

STEAMSHIP	CAPTAIN	LEAVING
HAIPHONG	Capt. J. W. Evans	FRIDAY, 12th Oct. at 9 p.m.
HAITAN	Capt. J. S. Thomson	TUESDAY, 17th Oct. at 9 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAPEERE & Co., General Managers.



TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

Via SHANGHAI, MANILA, the INLAND SEA, JAPAN & HONOLULU. Sailings from Hongkong—Subject to change without notice.

STEAMER	Tons & Speed	Leave Hongkong
SHINYO MARU	11,000-15 knots	Tues. 17th Oct. at 10.30 a.m.
PERLSA MARU	12,000-21 knots	Wed. 1st Nov. at Noon.
PERLSA MARU	9,000-14 knots	Sat. 3rd Dec. at 10.30 a.m.
TENYO MARU	12,000-21 knots	Tues. 19th Dec. at Noon.
SIBERIA MARU	18,000-13 knots	Wed. 13th Dec.
EWANTO MARU	8,000-12 knots	—

KOREA MARU 18,000-13 knots Fri. 17th Nov. at Noon.
Proceeding to South American Ports. Via MANILA, Omitting Shanghai.
Cargo only. San Francisco G\$250. (271-10-0) Return G\$800. (2129) G\$437.50.

SPECIAL RATES given to Naval and Military, Civil Servants, Missionaries, etc. ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

For Japan Ports, Honolulu, San Francisco, Los Angeles, Salina Cruz, Balboa, Callao, Arica, Iquique and Valparaiso, Thence by Trans Andean Route to Buenos Aires, etc.

STEAMER	Tons & Speed	Sailing
SHINYO MARU	14,000-13 knots	Thurs. 9th Nov. at Noon.

For full particulars as to Passage and Freight apply to
T. DAIGO AGENT, KING'S BUILDING (Opposite Blake Pier).

Telephone 251.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DISPATCH
LONDON via SINGAPORE, MALACCA, PENANG, COLOMBO, DUBBAN, CAPE TOWN and TENERIFE	YUSHIMI MARU Capt. Iwano Tons 12,000	FRIDAY, 20th Oct. at Noon.
	HIKARU MARU Capt. Fraser Tons 18,000	THURSDAY, 2nd Nov. at Noon.
VICTORIA, B.C. & SEATTLE via SHANGHAI, MOJI, KORE, YOKKAICHI and YOKOHAMA	KAMAKURA MARU Capt. Kawajima Tons 12,000	TUESDAY, 31st Oct. at Noon.
	YOKOHAMA MARU Capt. Terada Tons 12,000	WEDNESDAY, 2nd Nov. at Noon.
SYDNEY and MELBOURNE via SHANGHAI, MOJI, KORE, YOKKAICHI and YOKOHAMA	SHIRO MARU Capt. Iwano Tons 8,000	FRIDAY, 13th Oct. at 4 p.m.
DAY ISLAND, TOWNS, BAKE MARU	SHIRO MARU Capt. Iwano Tons 8,000	TUESDAY, 14th Nov. at 4 p.m.
VIA LAR, BRISBANE	SHIRO MARU Capt. Iwano Tons 8,000	Nov. 21st at 4 p.m.
CALCUTTA via SINGAPORE, COLOMBO, PENANG & RANGOON	COLOMBO MARU Capt. Nishimura Tons 10,000	WEDNESDAY, 15th Oct. at Noon.
BOMBAY via SINGAPORE, BOMBAY MARU, MALACCA AND COLOMBO	BOMBAY MARU Capt. Shinohara Tons 8,000	THURSDAY, 16th Oct. at Noon.
NAGASAKI, KORE & YOKOHAMA	YAMATO MARU Capt. Yoshikawa Tons 12,500	FRIDAY, 12th Oct. at 4 p.m.
SHANGHAI, KORE & YOKOHAMA	YAMATO MARU Capt. Yoshikawa Tons 12,500	FRIDAY, 12th Oct. at 4 p.m.
SHANGHAI, MOJI & KORE	RANGOON MARU Capt. Kobayashi Tons 5,000	THURSDAY, 16th Oct. at Noon.
KORE	JIMBAI MARU Capt. Takahashi Tons 8,000	FRIDAY, 13th Oct. at Noon.

For further information apply to
NIPPON YUSEN KAISHA, Agents.

Telephone No. 204 & 205.

B. MORI, Manager.

For further information apply to
NIPPON YUSEN KAISHA, Agents.

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B. MORI, Manager.

For further information apply to
NIPPON YUSEN KAISHA, Agents.

Telephone No. 204 & 205.

B. MORI, Manager.

SHIPPING

MITSUBI BUSSAN KAISHA'S SOUTH AMERICAN LINE.

STEAMSHIP "KOMOSAN MARU" will be despatched from Hongkong by the TOYO KISEN KAISHA.

On SUNDAY, October 15th, for JAPAN, SAN FRANCISCO, BALBOA and SOUTH AMERICAN PORTS.

For rates of freight and further information apply to—
T. DAIGO, Agent, Toyo Kisen Kaisha, Hongkong, Oct. 6, 1916.

INF.

P. & O. S. N. Co.

STEAM FOR STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITER, PANAMA PORTS, AND LONDON.

Through Bills of Lading issued for BATAVIA, VIA PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship "NOVARA", Captain H. R. Hetherington, P.M.S., carrying His Majesty's Mails, will be despatched from this port on or about FRIDAY, the 27th October, 1916, taking Passengers and Cargo for the above ports in connection with the Company's Steamship "Morra" from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Ships "Yamaguchi" and "Tosaka" and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay per the "Kaimosi" due in London about 15th December, 1916.

Parcels will be received at this Office until 3 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars apply to
E. Y. D. FARR, Acting Superintendent, Hongkong, Oct. 7, 1916.

AMERICAN & MANCHURIAN LINE.

FOR BOSTON AND NEW YORK VIA PANAMA CANAL.

THE Steamship "NEWBY HALL" will be despatched for the above ports on FRIDAY, 20th October, 1916.

For freight and further particulars apply to
THE BANK LINE LIMITED, General Agents, Hongkong, Sept. 23, 1916. 1076

FRANK WATERHOUSE & CO., INC.

FOR SINGAPORE AND CALCUTTA.

THE Steamship "GIBSON MARU" will be despatched for the above ports on the 14th October, 1916.

FOR SINGAPORE
The Steamship "TENSHO MARU" will be despatched for the above port on the 20th October, 1916.

For freight and further particulars apply to
JARDINE, MATHESON & Co., Ltd., Agents, Tel. No. 215, Sub-Ex. No. 10, Hongkong, Oct. 7, 1916. 1115

NOTICES TO CONSIGNEES.

PACIFIC MAIL STEAMSHIP CO.

S.S. "ECUADOR" FROM SAN FRANCISCO, via HONOLULU, JAPAN PORTS, SHANGHAI AND MANILA.

THE above-mentioned Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for forwarding and to take immediate delivery of Cargo from along-side.

Cargo remaining undelivered on SATURDAY, October 21st, will be landed at Consignees' risk and expense, and delivery must then be taken from the Company's Godown. Storage charges will be assessed on all cargo remaining undelivered on FRIDAY, October 19th, at 5 p.m.

No "Fire Insurance" watered will be effected.

No Claims will be recognized after the Goods have left the Steamer or Godown.

All claims for damaged Cargo will be lodged into the Company's Godown, where they will be examined on October 19th, 1916, at 10 a.m.

No claims will be recognized if filed after November 6th, 1916.

B. D. MORTON, General Agent, Hongkong, Oct. 6, 1916. 1105

NEW LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM SWANSEA, LONDON AND STRAITS.

THE Steamship "REX" will be despatched for the above ports on FRIDAY, 20th October, 1916.

For freight and further particulars apply to
REX LINE OF STEAMERS, Agents, Tel. No. 215, Sub-Ex. No. 10, Hongkong, Oct. 7, 1916. 1115

REX LINE OF STEAMERS.

CONSIGNEES OF CARGO are hereby informed that all Goods are being landed at their risk to the Head Office and/or other forwarding Godowns of the Hongkong and Shanghai Wharf and Godown Co., Ltd., where they will be examined on October 19th, 1916, at 10 a.m.

No Claims will be recognized after the Goods have left the Godown, and all claims for damaged Cargo will be lodged into the Company's Godown, where they will be examined on October 19th, 1916, at 10 a.m.

To-day's Advertisements

FRANK WATERHOUSE & CO., INC.

NOTICE TO CONSIGNEES.

FROM KOBE.

THE Steamship *Goshima Maru* having arrived from the above ports, Consignees of Goods by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

Goods not cleared by the 18th October, at 5 P.M. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined on 18th October, 1916, at 9.30 a.m. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be received.

No Fire Insurance will be effected by us in any case whatever.

Stills of Lading will be countersigned by—

JARDINE, MATHESON & Co., Ltd.

Agents.

Hongkong, Oct. 11, 1916. 1123

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED),

ON

TUESDAY,

the 17th October, 1916, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

VALUABLE TEAKWOOD AND

BLACKWOOD FURNITURE,

As follows:—

Several Carpets and Rugs, Upholstered Suites, Arm-chairs and Sofas, Card Tables, Bedroom Furniture, comprising Double Brass-mounted Bedstead, Twin Bedsteads (Teakwood), Sideboards, Dinner Waggon, Extension Dining Tables and Chairs, Tea and Occasional Tables, etc., etc., Dinner Services, Crockery, Glass Ware, Cooking Stoves, Cutlery, Toilet Sets, &c., Bath Room Utensils, Large Bell-top Decks and Writing Table, etc., a quantity of Electro Plated Ware.

1 Large Wall Clock "London make,"

"Caille" Portable Motors with Battery, etc., complete, 1 Piano, in good condition, Electric Reading Lamps, Blackwood and Teakwood Screens, a quantity of Blackwood Furniture, Pictures, Engravings, &c.

Also

1 Plate Carbine Camera, D.B. Fowling Piece, etc.

A few lots of DRAWN THREAD and

EMBROIDERED GRASS CLOTH, etc.

A selection of Brass Jardinieres, Vases, Finger Bowls, etc.

(Full Particulars from Catalogue.)

Terms:—Cash.

HUGHES & HUGHES,

Auctioneers.

Hongkong, Oct. 11, 1916. 1134

THE "CHINA MAIL"

NOTICE.

Communications relating to news should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with any communication addressed to the Editor, not necessarily for publication but as evidence of good faith.

All matter for publication should be written on one side of the paper only.

Letters relating to business should be addressed to THE MANAGER.

Rate of subscription to "China Mail" is \$30 per annum; per quarter and per month "pro rata."

The "China Mail" is delivered free to subscribers in Hongkong and Kowloon.

Postage is charged at the rate of fifty cents per month.

Orders for extra copies of the "China Mail" should be sent as soon as possible as the supply is limited. Each 10 cts., Credit 30 cts., per copy.

Rate of subscription to the "Overland China Mail" is \$12 per annum; postage \$1 per annum extra. Single copies twenty-five cents each.

Alterations and additions to Advertisements on Pages 2, 3, 4, and 7 should be sent to the Office, No. 5, Wyndham Street, not later than 11.30 a.m.

Alterations and additions to Advertisements on pages 1, 4, 5 and 8 should be sent not later than 1 p.m.

New Advertisements should be sent in before 2 p.m.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: "Mans" Hongkong. Code: A. C. 9th Edition.

Telephone No. 22.

The China Mail, Limited.

Temperatures.

Hongkong, October 11, 1916.

Barometer 9 A.M. 30.04

Do 1 P.M. 29.90

Do 4 P.M. 29.88

Thermometer 9 A.M. 78

Do 1 P.M. 82

Do 4 P.M. 83

Wet Bulb 9 A.M. 74

Do 1 P.M. 76

Do 4 P.M. 78

Do Minimum (over night) 78



When you buy a Ford Touring Car you buy what you pay for—a real touring car—and infinitely more than is usually implied in the term "touring car." Low first cost, durability and lowest cost of operation explain the economy in Ford cars.

ALEX. ROSS & CO.,

4, DEN VOUX ROAD.

Telephone 27.

Sole Agents.

TO LET

TO LET.

FROM 1st November next FLATS in "Ewo Mess" No. 8, The Peak, apply Property Office, JARDINE, MATHESON & Co., Ltd.

Hongkong, Sept. 1, 1916. 901

TO LET.

ONE FLAT of FOUR ROOMS over Kowloon Dispensary, partly furnished. Apply Kowloon Dispensary, or Secretary A. S. Watson & Co., Limited.

Hongkong, June 16, 1916. 751

TO LET.

OFFICES, 2nd Floor, St. George's Buildings. Apply to—SHEWAN, TOMES & Co.

Hongkong, April 7, 1916. 511

TO LET.

OFFICES on 1st Floor, No. 3 Queen's Road Central, at present in the occupation of The China Fire Insurance Co., Ltd.

Apply to—CHINA FIRE INSURANCE Co., Ltd.

Hongkong, April 28, 1916. 69

TO LET.

OFFICES, at 2 Connaught Road.

HOUSES, in CLIFTON GARDENS, Conduit Road.

Nos. 1 & 2 West End Terrace, CANTON.

Apply to—HONGKONG LAND INVESTMENT AND AGENCY Co., Ltd.

TO LET.

THREE-ROOMED FLATS in Hamphrey Buildings, Kowloon.

FOUR-ROOMED FLATS in May Road, with every modern convenience, including English Baths and Kitchen Ranges, Hot Water and Water Carriage System. A few flats specially designed to accommodate three-bachelors at reasonable rentals. Immediate possession.

FOUR-ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.

TWO ROOMED-FLATS in Nathan Road, Kowloon.

Apply to—HUMPHREY ESTATE & FINANCE COMPANY, LIMITED.

Alexandra Buildings.

Hongkong, Dec. 29, 1916.

EXCHANGE.

Hongkong, October 11, 1916.

On London—

Bank of India 2 1/2

On demand 2 1/2 6/16

30 days sight 2 1/2 3/4

4 months sight 2 1/2 9/16

Credits, 4 months sight 2 1/2

Documentary, 4 months sight 2 1/2

On Paris—

On demand 305

Credits, 4 months sight 315

On New York—

On demand 52

Credits, 60 days sight 52

On Bombay—

On demand 162

On Calcutta—

On demand 162

On Singapore—

On demand 162

On Manila—

On demand 104

On Shanghai—

On demand 70

On Yokohama—

On demand 102

Gold Leaf 100 (per leaf) 11.40

Sovereigns (Bank's Buying Rate) 80.00 n.

Silver (per oz.) 35 5/16

Bar Silver in Hongkong 17 1/2 p.m.

Chinese Copper Cash 1 1/2 p.m.

Chinese Copper Cents 1 1/2 p.m.

Rate of Native Interest 10 1/2 p.m.

Chinese Sub. Coin 10 1/2 p.m.

Hongkong Sub. Coin 10 1/2 p.m.

STEAMER MOVEMENTS.

The P. & O. S. N. Co.'s S.S. *Nore* left

Singapore for this port on the 6th

October p.m. with the outward

English Mail, and is due here on

the 11th October at about 3 p.m.

Other Vessels.

The Mitsui Bussan Kaisha's South

American Line steamer *Thomson*

leaves for this port on the 11th

October, 1916, for Japan, San

NOTICE.

ANY EUROPEAN, NON-ASIATIC OR

INDIAN desiring to leave the Colony should apply in writing for permission to do so to the Captain Superintendent of Police, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height and occupation of the applicant, and stating the name of the steamer or other vessel on the hour of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the Central Police Station between the hours of 9 a.m. to 1 p.m. and 2 p.m. to 4 p.m. daily.

SHIPPING

ARRIVALS.

October 10.

HONGKONG, British str., 2,554, J. Mason.

Singapore Oct. 5, General.—CENTRE.

Selen, Norwegian steamer, 855, D.

Hofvander, Bangkok Oct. 1, Rice.—

THOMSON & Co.

Ayer, British steamer, 4,477, W. Mc-

Hutchon, Birmah Oct. 1, Rice.—

BUTTERFIELD & SWIRE.

October 11.

HONGKONG, British steamer, 1,370, J. V.

Evans, Foochow Oct. 8, Amoy, 9, and

Swatow 10, General.—DOUGLAS STEAM-

SHIP CO., LD.

Gishun Maru, Japanese str., 3,387, N.

Noguchi, Kobe and Moji Oct. 6, General.

JARDINE, MATHESON & Co., LD.

DEPARTURES.

October 10.

Chenan, for Shanghai.

Wingsang, for Swatow and Shanghai.

October 11.

Magellan, for Shanghai and Yokohama.

Paul Leat, for Haiphong & Marseilles.

Buen Maru, for Keelung.

Yuki Maru No. 3, for Hongkong.

Perryan, for Shanghai and Yokohama.

Hogana, for Moji.

Eastern, for Australia.

Shidzuka Maru, for Shanghai & Seattle.

Kaga Maru, for Shanghai & Yokohama.

Owona Maru, for Swatow and Amoy.

Kueichou, for Weihaiwei and Tientsin.

CLEARED.

Hinsang, for Sandakan.

HONGKONG, for Amoy.

Huiyut, for Saigon.

Kaiyong, for Hainan and Haiphong.

Luzon Maru, for Singapore and Bombay.

Taksang, for Hainan and Haiphong.

PASSENGERS.

ARRIVED.

Per Hongkong, from Singapore, Mr

Cook.

Per Hai Hong, from Coast Ports, Mr

Edwards.

DEPARTED.

Per Kaga Maru, for Japan, Mr Dryden,

Mr Faulkner, Mr Bradley, Mr Faulkner,

Mr K. Ichimura, Mr S. Ake, Mr G.

Tobler, Mr Blyth, Mr Horvitz, Mr Suzuki,

Miss Phillips, Mr Oda, Mr A. H. Carroll,

Miss Phillips, Miss Stanbridge, Mr T. S.

Hume, Mr E. A. Pearson, Mr Laporte, Mr

G. P. Roman, Mr R. Nakagawa, Mr I.

Arai, Capt. S. Sandberg, Mr M. McGarry,

Miss Hladig, Miss G. L. Hunt, Com.

Sato, Mr G. G. M. Takagi, Mr Van-

der Mark, Mrs Sakamoto, Mrs Haraguchi,

Miss Fujimoto, Messrs Sugahara,

Matsumi, Haraguchi, Tanizaki, K. Silva,

J. Lawrence, Shitafuki, Ito, Azaba,

Haverstock, Bradley, Bradshaw, Suzuki,

Goodall.

Per Kaga Maru, for Japan, Mr G. G.

Goldough, Mr H. D. Schmidt, Mr R.

Kerr, Mr Smith, Mr and Mrs B. F. Y.

Teecon, Lieut. and Mrs T. H. Clarke and

child, Messrs R. Kamada, L. Arizawa, J.

Takahashi, T. Wada, N. Hahida, U.

Matsui.

SHIPPING REPORTS.

The Norwegian steamer *Selen* from

Bangkok reports: Strong monsoon.

The British steamer *Hai Hong* from

Swatow reports: Light W. breeze,

moderate swell, showers, clear weather.

PASSENGERS EXPECTED.

Per N. Y. K. S.S. *Kamo Maru*, from

London Sept. 30, Mrs. A. W. Brown and

infant, Miss M. H. Wood, Miss L. Aiken,

Miss M. A. McGregor, Miss L. Fraser, Mr

Berne Thorpe, Mr J. Grimshaw, Mr J.

Macdonald, Mrs M. W. Alabaster, Miss

R. Alabaster, Miss M. S. Gray, Rev. S. E.

Meach, Mr H. E. Henty, Mr S. Hira.

Per P. & O. S.S. *Medina*, from London

Sept. 29, Mr and Mrs F. T. Farrell, Miss

Farrell, Mr Young, Mrs J. and Miss

MacLachlan, Mr and Mrs White and

children.

Per P. & O. S.S. *Mongolia*, from London

Sept. 15, Mr L. W. Nation.

Per P. & O. S.S. *Malwa*, from London

Sept. 29, Rev. and Mrs. Sills and

child.

Per N. Y. K. S.S. *Katori Maru*, from

London Sept. 9, Mr L. P. Smith, Mr H.

W. Peiray, Mr N. Murrell, Miss M. J.

Parker, Miss A. Parker, Mr and Mrs G. D.

Thompson and 3 children, Mrs. Bewick,

POST OFFICE NOTICES.

IN RADIO-TELEGRAPH COMMUNICATION.

Ships in communication with Cape D'Agulhas Radio Telegraph Station:—

Now *Nikko Maru*

Kamato Maru *Kaga Maru*

Shidzuka Maru *Magellan*

INWARD MAILS.

EUROPE (ENGLISH MAIL)—Per S.S. *Lurton*, Oct. 11.

SIBERIAN MAIL—Per S.S. *Lurton*, London Sept. 14, due Oct. 13.

The Services to Germany, Austria, Bulgaria and the Ottoman Empire are suspended.

Correspondence addressed to enemy subjects in China, Siam, Liberia, Portuguese East Africa, Persia and Morocco cannot be transmitted.

Mails will close for:—

HONGKONG and HAIPHONG.

Per *Hongkong*, at 10 a.m., on Thursday, the 12th Oct.

AMOI, SHANGHAI, & NORTH CHINA.

Per *Yuki Maru*, at 10 a.m., on Thursday, the 12th Oct.

PHILIPPINE ISLANDS.

Per *Chincha*, at 10 a.m., on Thursday, the 12th Oct.

BATAVIA, SAMARANG, SOERABAYA, MACASSAR & PORT MORESBY (Via Batavia).

Per *Yuki Maru*, at 10 a.m., on Thursday, the 12th Oct.

JAPAN Via NAGASAKI, CANADA, UNITED STATES, CENTRAL & SOUTH AMERICA via SAN FRANCISCO.

Per *Yuki Maru*, Registration at 10.15 a.m. Letters at 11 a.m., on Thursday, the 12th Oct.

SHANGHAI, NORTH CHINA & JAPAN Via MOJI.